



Local Traffic Committee Business Paper

Committee Meeting
21 July 2015

Council Office
19 Queen Street
Narellan



LOCAL TRAFFIC COMMITTEE
21 July 2015

Dear Sir/Madam

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

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BUSINESS WITHOUT NOTICE

DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 18 AUGUST 2015

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Infrastructure Planning
BINDER: 15/127446

The Local Traffic Committee report dated 17 March 2015 was presented to the Council meeting of 26 May 2015. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's report dated 17 March 2015 be noted.

ATTACHMENTS

1. Minutes - Local Traffic Committee - 17/03/2015

LTC01



Camden Council Minutes

Attachment 1

Local Traffic Committee
17 March 2015

Council Office
19 Queen Street
Narellan



LOCAL TRAFFIC COMMITTEE

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PRESENT**Voting members:**

Cr Peter Sidgreaves	Chairperson
Mick Tanner	NSW Police Camden LAC
Cr Debby Dewbery	Representative for Chris Patterson MP
Shah Kshitij	Roads and Maritime Services (RMS)

Non-voting members:

Joe Oliveri	Interline
Mark Carruthers	Roads and Maritime Services (RMS)

Council's Officers in attendance:

Tom Allen	Team Leader Traffic & Transport
Sophak Eng	Traffic Engineer
Louise Moran	Traffic Engineer
Michelle Kramer	Community Road Safety Officer
Dick Webb	Manager Infrastructure Services

APOLOGIES

Vince Capaldi	Director Community Infrastructure - Council
Kaye Russell	Roads and Maritime Services (RMS)
Miriam Roberts	Camden Chamber of Commerce
Adriana Care	Narellan Chamber of Commerce
Stewart Arnold	Busabout
Geoff Green	Manager Environment & Health - Council
Chris Moule	Picton Buslines / Camden Wollondilly Cabs
Bill East	Interline
Renee Galinaitis	Team Leader Rangers - Council

THE MEETING COMMENCED AT 9.30AM**CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee Meeting held 18 November 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 18 November 2014 was presented to the Council meeting of 9 December 2014. Council adopted the Local Traffic Committee's recommendations without amendment.

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

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

TRAFFIC COMMITTEE RECOMMENDATION

That the adoption by Council of the Committee's report dated 18 November 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

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

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 Hartley Road, Smeaton Grange - No Stopping Restrictions****SYNOPSIS**

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.

TRAFFIC COMMITTEE DISCUSSION

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

Representative for Chris Patterson MP raised the issue of where heavy vehicles would

be able to park if this restriction was implemented.

Traffic Engineer advised that heavy delivery vehicles book a time to arrive at the site and are waiting in this area until their allocated time.

NSW Police Representative suggested a restriction could be installed that allows vehicles under 6m to be able to park.

Team Leader Traffic & Transport advised that No Stopping tends to be better adhered to.

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

OFFICER'S RECOMMENDATION

That the Local Traffic Committee recommends that Council approves:

- i. an installation of 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. an installation of Bus Zone R5-20(L) and R5-20 (R) for 30m west from proposed No Stopping restriction; and
- iii. an installation of 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.

TRAFFIC COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommends that Council approves:

- i. an installation of 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. an installation of Bus Zone R5-20(L) and R5-20 (R) for 30m west from proposed No Stopping restriction; and
- iii. an installation of 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.

LTC04 Broughton Street, Camden - Proposed No Stopping Restrictions

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item and advised that previously linemarking has been carried out but has not resolved the issue.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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.

LTC05 Welling Drive, Mount Annan - Relocation Of Bus Zone**SYNOPSIS**

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.

TRAFFIC COMMITTEE DISCUSSION

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

Representative for Chris Patterson MP enquired if the bus stopping opposite would restrict vehicles turning out of Mount Annan Leisure Centre?

Team Leader Traffic & Transport advised that there is sufficient room for the bus to stop in a parking lane which is approximately 3m wide. Vehicles turning out of Mount Annan Leisure Centre use the existing seagull treatment and the turning paths of vehicles do not impede on the bus stop.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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.

LTC06 Creba Way And Kurrajong Circuit, Mount Annan - Installation Of Give Way Sign

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

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

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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.

LTC07 Waler Crescent, Smeaton Grange - No Stopping Restrictions

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

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

Representative for Chris Patterson MP asked if vehicles parking over driveways was enforceable?

NSW Police Representative advised that the offence under the Australian Road Rules is that a vehicle can not obstruct the driveway.

Chairperson enquired if we need to make driveways wider and if this is assessed during the development application process?

Team Leader Traffic & Transport advised that the width of the driveway required for this type of development is determined by the swept path of the largest vehicle accessing the site and the Australian Standards. It is hard for Council to contest that the development application if the driveway complies with the Australian Standards.

Traffic Engineer advised that the business will pay for the erection of the signage.

NSW Police Representative raised the issue that the installation of No Stopping may set a precedence and other business in the area will start to ask for similar restrictions.

Team Leader Traffic & Transport advised the traffic team look at these requests on a case by case basis.

Manager Infrastructure Planning advised that if the issue is the vehicle is parked in the wings of the driveway it is difficult for a heavy vehicle to enter or exit the driveway.

RMS Representative made comment that in addition to the cost of installation there are also costs associated for enforcement and maintenance. If driveways are built to the Australian Standard then other options should be considered such as altering the driveway.

Traffic Engineer has advised the applicant that enforcement of the proposed restriction will not be carried out on a consistent basis.

Chairperson commented that given it is a low traffic volume road, the installation of parking restrictions across the driveway is considered not necessary. The Committee members do not support the Council Officer' s recommendations.

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

Local Traffic Committee recommends that Council do not support the installation of No Stopping signs (R5-400) at the driveway of 8 Waler Crescent, Smeaton Grange.

LTC08 Welling Drive, Mount Annan - Pedestrian Refuge Near Hines Place

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item and advised that this facility is funded by the RMS. Residents have raised concerns about vehicles doing U turns in Hines Place which has been previously considered by the traffic committee. At this time the installation of a No U Turn sign was not supported as the existing island in Welling Drive is too narrow to install the regulatory signage.

Traffic Engineer advised that the refuge has been slightly relocated to the north to

accommodate garbage trucks.

RMS Representative asked that the plan shows No Stopping restrictions and that the proposed No U Turn sign will need a traffic management plan to be prepared by Council and approved by RMS. The RMS support the proposal provided The No Stopping restrictions comply with the RMS technical direction.

NSW Police Representative raised the issue about vehicles turning right out of Hines Place and the ability to do so without crossing the line marking.

Team Leader Traffic & Transport advised the line marking will be modified.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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; and
- iii. installation of TB and TB1 lines at the intersection of Hines Place (with second TB line to be deleted).

LTC09 Kirkham Street And Campbell Street Intersection, Narellan - Proposed Yellow Line Marking

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

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

Chairperson asked if we can educate the surrounding businesses via a letterbox drop in relation to parking restrictions at this location.

Community Road Safety Officer supported this suggestion.

Team Leader Traffic & Transport advised that this is an ongoing issue.

NSW Police Representative advised that semitrailers are parking on the verge at this location.

Team Leader Traffic & Transport advised that Council has been enforcing these restrictions.

Representative for Chris Patterson MP commented that the intersection configuration is very confusing.

Chairperson asked if the linemarking could be remarked as it is in poor condition.

Manager Infrastructure Planning advised that we are currently in the process of developing a program to prioritise maintenance of linemarking in the Local Government Area.

Team Leader Traffic & Transport commented that the linemarking at this intersection can be remarked at the same time as the yellow marking.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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.

LTC10 Davy Court, Harrington Park - Proposed Double Barrier Lines

SYNOPSIS

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. It is recommended that 26 metres of double barrier lines (BB lines) be installed at this location.

TRAFFIC COMMITTEE DISCUSSION

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

NSW Police Representative carried out a site inspection and advised that if there is a vehicle parked, other vehicles must cross to the wrong side of the road to pass this vehicle.

Chairperson sort clarification that if the double centre lines were installed would it make it illegal to park on the bend?

Committee advised that this is the case.

RMS Representative asked can waste vehicles negotiate the bend with out crossing the linemarking?

Team Leader Traffic & Transport advised that turning paths have not been done.

Representative for Chris Patterson MP, NSW Police Representative, RMS Representative & Chairperson – approved subject to swept paths being supplied.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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, providing turning paths support access for a waste collection vehicle.

LTC11 Anderson Road, Smeaton Grange - No Stopping Restrictions

SYNOPSIS

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.

TRAFFIC COMMITTEE DISCUSSION

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

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

OFFICER'S RECOMMENDATION

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 by Young Academics Early Learning Centre.

TRAFFIC COMMITTEE RECOMMENDATION

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 by Young Academics Early Learning Centre.

LTC12 Higgins Avenue, Elderslie - Roundabout Signage And Linemarking

SYNOPSIS

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. These roads form part of the broader public road network. This relates to DA 2014/298.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item and advised that this is a minor roundabout.

Representative for Chris Patterson MP asked who owns the land?

Team Leader Traffic & Transport advised that there is a riparian corridor adjacent to the residential development. Council has given consent to the construction of roundabout and it will connect to the north and east.

Representative for Chris Patterson MP asked if we have negotiated with developers on the DCP, does it comply with the DCP?

RMS Representative advised that the turning paths need to be shown and No Stopping restrictions put in as per the RMS supplement to the Australian Standard, to ensure a 12.5m vehicle can negotiate the roundabout. The representative also requested that No Stopping restrictions be sign posted on each leg of the roundabout.

Team Leader Traffic & Transport advised that 10m of No Stopping restrictions can be added to the recommendation.

RMS Representative advised that he is happy to support with turning path provided to RMS.

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

OFFICER'S RECOMMENDATION

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
- 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 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;
- 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
- iv. 10m of No Stopping be installed on each leg of the roundabout.

LTC13 Dan Cleary Drive, Harrington Park - Precinct J Roundabout Signage, Linemarking And Devices

SYNOPSIS

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. These roads form part of the broader public road network which services Harrington Grove and Oran Park. This relates to DA number 2014/367.

TRAFFIC COMMITTEE DISCUSSION

RMS Representative supports the proposal subject to a minimum of 2m wide gap be provided in the splitter island for pedestrians.

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

OFFICER'S RECOMMENDATION

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.

TRAFFIC COMMITTEE RECOMMENDATION

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.

LTC14 Oxley Street, Camden - Mobile Breast Screen Van - Suspension Of On-Street Parking

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 21 November 2014

BreastScreen New South Wales has applied to Council to park their mobile breast screen van in Oxley Street for a three month period from 9 January to 12 April 2015. This has been satisfactorily undertaken for a number of years.

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.

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC15 St Justin's Catholic Primary School - Proposed Changes To No Stopping Restrictions

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 23 February 2015

St Justin's Catholic Primary School 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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/07	<p>The Local Traffic Committee recommends that Council approves, on the north side of Oran Park Drive, adjacent to St Justin's Primary School:</p> <ul style="list-style-type: none"> 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 ii. The extension of the 15 metres No Stopping restriction (R5-400) east of the Children's crossing to 30 metres.

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC16 Elderslie Public School - Proposed Changes To No Stopping Restrictions

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 23 February 2015

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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/06	<p>The Local Traffic Committee recommends that Council approves, on the south side of Lodges Road between Franzman Avenue and the existing marked foot crossing:</p> <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).

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

USE OF PUBLIC ROADS

LTC17 Argyle Street / Cawdor Road, Camden - Anzac Day 2015, Special Event Traffic Management Plan

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 18 November 2014

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 7.00am 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

LTC01

Attachment 1

	<ul style="list-style-type: none"> • to 10.40am only); • Oxley Street from Argyle Street to south of the access to the southern-most off-street carpark; • 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> <ol 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; and xi. TMP to be forwarded to RMS.
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TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC18 John Street, Camden - Suspension Of On-Street Parking Spaces - Small Biz Bus

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 3 February 2015

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. The Bus travels across NSW, connecting small business owners with advisors and services in their local community at no cost to them.

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: <ul style="list-style-type: none"> 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.

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC19 Mitchell Street / Larkin Place, Camden - St Paul's Catholic Primary School Fete 2015, Proposed Temporary Suspension Of Parking Bays

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 12 February 2015

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
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LTC01

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.
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TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC20	Cawdor Road / Mitchell Street / John Street, Camden - Camden Show 2015, Special Event Transport Management Plan
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SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 12 February 2015

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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
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Attachment 1

2015/05	<p>The Local Traffic Committee recommends that Council:</p> <p>(a) approves the following temporary measures between 5.00am and 12 midnight on Friday 20 and Saturday 21 March 2015 as 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> <ul 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> <ul 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
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	<p>Plan be installed and removed at the end of the event at no cost to Council;</p> <p>vii. traffic management arrangements are advertised in local 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>
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TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC21 John Street, Camden - Suspension Of On-Street Parking Spaces - Community Outreach Bus

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 3 March 2015

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. 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.

TRAFFIC COMMITTEE DISCUSSION

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

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

OTHER MATTERS**LTC22 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

The Community Road Safety Officer gave an overview of the items.

Representative for Chris Patterson MP advised that at Camden South Public School – Peter Ave, Parents are dropping off and picking up in the No Parking Zone.

Community Road Safety Officer advised that the Rangers are tasked on a weekly basis to carry out enforcement around the schools within the Local Government Area.

NSW Police Representative advised that enforcement was carried out at this school this morning.

Representative for Chris Patterson MP advised that the School Crossing Supervisor at Cobbitty Public School has advised that the new No Parking zones are being completely ignored and parents are parking there.

Community Road Safety Officer advised that changes were made last year and Rangers will be requested to carry out enforcements if resources are available.

Representative for Chris Patterson MP asked if brochures went to the schools?

Community Road Safety Officer confirmed that two brochures are sent at the beginning of each term, and every term it is requested to go in the school newsletter. Corflute signs are erected as part of the School Safety Program.

NSW Police Representative advised that Narellan Vale Public School has had a significant change this year in the number of tickets issued in comparison to other years.

Community Road Safety Officer thanked the Police for all their help.

Interline Representative raised issues about the school zones at new schools and buses being accommodated on the school site.

Representative for Chris Patterson MP advised that this is a planning issue with the Department of Education who don't have to agree to Councils conditions of consent. Please write to Chris Patterson who can write to the Minister for Education about this issue.

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

OFFICER'S RECOMMENDATION

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

TRAFFIC COMMITTEE RECOMMENDATION

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

PERMANENT ITEMS

LTC23	Permanent Items
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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 item and thanked the RMS for funding of the Bike Plan & Active Transport facilities.

The Committee members agreed with the Council 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) Representative for Chris Patterson MP**

- Gregory Hills Road, Gregory Hills – Connection through to Campbelltown

Team Leader Traffic & Transport advised that this is a public road construction that is linked to Badgally Road, the single carriage way will be constructed first.

2) NSW Police Representative

- Narellan Town Centre Underground Car Park

NSW Police Representative advised that there are queues in Queen Street associated with the gates to the Narellan Town Centre not being opened until 9am.

Chairperson advised that the opening times have been changed from 8.30am to 9.00am.

Community Road Safety Officer advised she has spoken to Narellan Town Centre management and has requested education through an add on their permanent page in the local paper, and put on their website.

NSW Police Representative advised that the NSW Police has been down to the area however do not have the resources to be there every day.

Manager Infrastructure Planning raised that there is less parking on the street now as staff and patrons of the Narellan Town Centre.

Community Road Safety Officer advised that staff have been directed to park in the old timber yards on Elyard Street.

Manager Infrastructure Planning said that Council are currently investigating the consent conditions to determine if the Narellan Town Centre need to supply staff parking.

Chairperson asked that with the extension of the Narellan Town Centre now approved, is staff parking allocated?

Manager Infrastructure Planning advised that the development consent does not specify a location for staff parking.

Chairperson suggested that representation from the Traffic Committee be sent to Narellan Town Centre about the issue.

Interline Representative advised that due to the congestion, their buses are running late and they need to advise Transport for NSW on this issue.

Manager Infrastructure Planning advised the issue should be escalated to the General Manager.

3) Community Road Safety Officer

- Phasing of Traffic Lights

Community Road Safety Officer advised that the phasing of the lights on the Camden Bypass and Liz Kernohan Drive, the right turn is not given enough green time and queues out of the right turn bay and into the travel through lane. She also raised the issue of visibility of the existing island and right turn bay into Liz Kernohan Drive at night.

RMS Representative advised that he would investigate these matters.

4) Chairperson

- Lane Allocation at Narellan Town Centre exit and Camden Valley Way

Chairperson advised that Narellan Town Centre exit onto Camden Valley Way has 3 lanes exiting. There are two right turn lanes and one lane for left turn and through traffic. The left turn traffic holds up the through movement and not many vehicles can proceed on the green phase. He suggested there be an exclusive left lane and through with one right turn lane.

RMS Representative replied that this is most likely due to pedestrian protection. This may require alteration of the signal phasing, not simply a change of linemarking. He will investigate the matter and get back to Council.

THE MEETING CLOSED AT 11.23AM



LOCAL TRAFFIC COMMITTEE

LTC02

LTC02

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

FROM: Manager Infrastructure Planning

BINDER: 15/127459

There are currently no outstanding actions to note.

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: ARGYLE STREET, CAMDEN - AMENDED SIGNAGE, LINEMARKING AND KERB ALIGNMENTS ASSOCIATED WITH UPGRADE WORKS STAGE 1A

FROM: Manager Infrastructure Planning

TRIM #: 15/184877

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signage, line marking and devices associated with the Camden Town Centre Enhancement works, Stage 1A.

BACKGROUND

Council is undertaking infrastructure improvements of Argyle Street, Camden. The purpose of this report is to seek concurrence from the Local Traffic Committee for the installation of signage, line marking and devices associated with these works.

MAIN REPORT

Council undertook the Camden Town Centre Traffic and Transport Study in 2013/14, focused on delivering the transport infrastructure necessary to achieve greater accessibility for all pedestrians and road users, whilst also seeking to retain the unique aspects that the Town Centre currently provides, in terms of its heritage and 'country town' environment.

The study recommended a range of potential upgrades to be implemented in the short, medium and long term, covering the road network, pedestrian network, bicycle networks, public parking, town square, public transport operations, potential bus terminus locations, road geometry, speed limits, street lighting and streetscape works.

Council has progressed with a concept and detailed design for the first stage of works which incorporates:

- New traffic signals at the intersection with Oxley Street facilitating left and right turns into Argyle Street with associated kerb amendments, signage and linemarking;
- Kerb widening on both sides with amended lane widths (2.6 metres wide parking lane and 3.2 metres wide through lanes) and minor amendments to parking restrictions to reflect locations of new kerb extensions; and
- Removal of the existing zebra crossing and kerb extensions and installation of 1P parking.

Community consultation was undertaken between July and September 2014. Council approved the concept for progression to detailed design in November 2014.

A field trial was also undertaken with Busabout in February 2015. This involved spotting the location of proposed kerbs and lane lines and trialling a bus turning from



Argyle Street into Oxley Street. The field trial and associated videos confirmed that a bus could make the turn without crossing into adjacent lanes.

Final RMS approval for the traffic signals was secured in June 2015.

At a recent meeting held with Busabout and Transport for NSW representatives, on 29 June, concerns were raised about the lane widths, at which it was agreed that Council would further consider the matter.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The installation of traffic signals, kerbs, signage and linemarking will be funded through an award from the Western Sydney Infrastructure Plan Local Roads Package. Council is also making a funding contribution to the overall Camden Town Centre Enhancement project.

CONCLUSION

Council is undertaking infrastructure improvements of Argyle Street, Camden. The current stage of works incorporates new traffic signals at the intersection with Oxley Street, kerb widening on both sides with amended lane widths, minor amendments to parking restrictions to reflect new kerb extensions, and removal of the existing zebra crossing with kerb extensions.

RECOMMENDED

That the Local Traffic Committee consider the matters raised by Busabout prior to final determination of the proposal.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - Argyle Street

LTC03

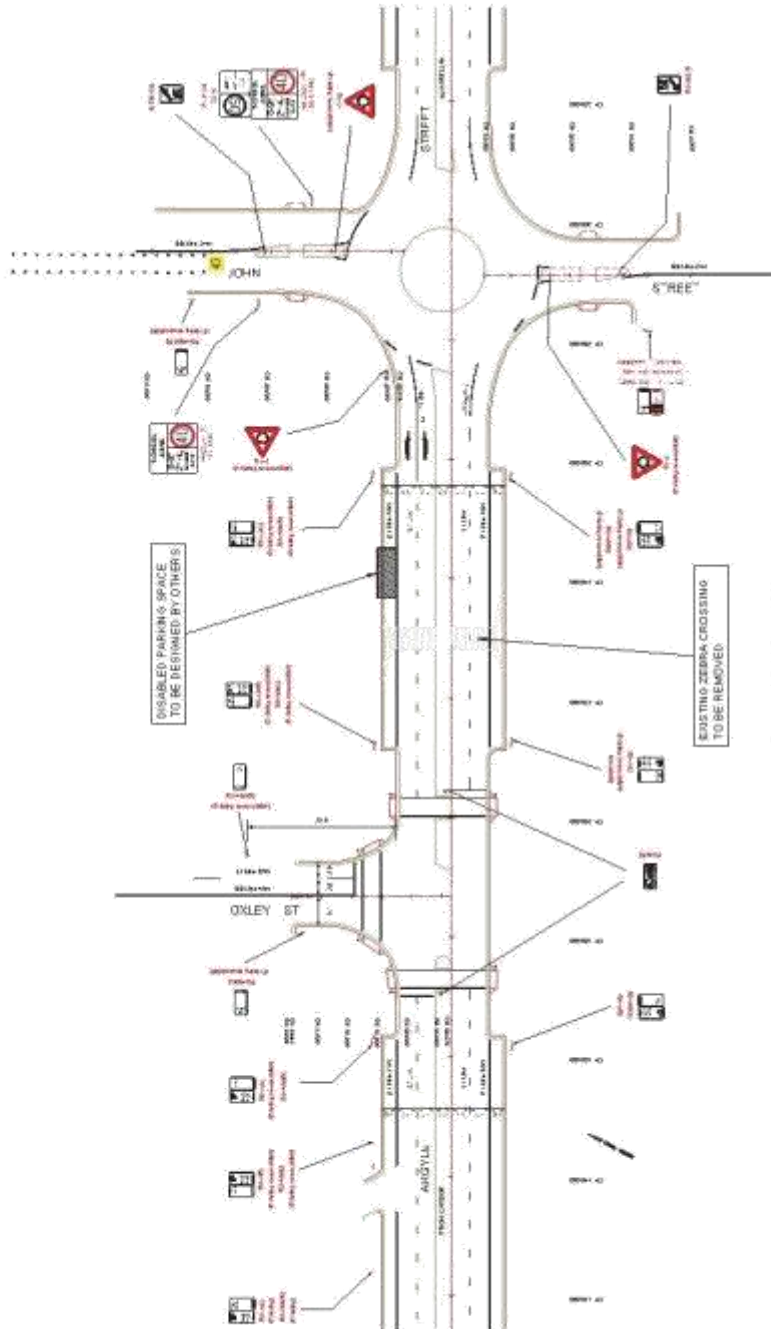
Attachment 1

STORAGE:	
	Keep left
	1P Parking
	No Sharpening
	140Z zone
	Roadwork Ahead
	Subsidence Zone
	End of Subsidence Zone
	No Parking
	No Right Turn

LINE MARKINGS:	
	ET Line
	BB Line
	Holding Line
	L3 Line
	L1 Line
	Diagonal Marking
	Pavement patch marking
	Staggered Left & Right Lane

NOTE:

1. Use the appropriate paint, pavement marking and signposting to be in accordance with the AS 1942.3:2009.
2. Kerbside lane width to be the width of the gutter.
3. Provide 20m L2 line.
4. Provide 20m L1 line with RPLMs at 12m spacing.
5. Provide 170m R1 line.
6. Provide 80m BB line with RPLM at 24m spacing.
7. Remove and re-locate the warning signs 300m ahead of the resub and gutter as shown on the plan.



PLAN (SCALE: 1:400)

SERVICES LEGEND			APPROVED	DATE	FOR	DATE	BY	DATE	BY
			DESIGNED	DATE	FOR	DATE	BY	DATE	BY
<p style="text-align: center;">CAMDEN COUNCIL</p> <p style="text-align: center;">ARGYLE STREET CAMDEN STAGE 1A</p> <p style="text-align: center;">FOOTPATH ADJUSTMENT AND ASSOCIATED WORKS</p> <p style="text-align: center;">LAWSON ARCHITECTURAL ASSOCIATES</p>			SCALE:	1:400	SHEET NO:	1/10	TOTAL SHEETS:	10	



LOCAL TRAFFIC COMMITTEE

LTC04

LTC04

SUBJECT: WELLING DRIVE / HINES PLACE, MOUNT ANNAN - INSTALLATION OF NO U-TURN SIGN

FROM: Manager Infrastructure Planning

TRIM #: 15/134705

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a No U-Turn sign at the intersection of Welling Drive and Hines Place, Mount Annan. No U-Turns are currently physically restricted by an existing raised traffic island. A location plan has been provided as **Attachment 1**.

BACKGROUND

Camden Council's recently adopted Pedestrian Access and Mobility Plan (PAMP) identified a crossing facility on Welling Drive, adjacent to Hines Place, Mount Annan. Council had proposed to enhance the crossing by constructing a refuge island for pedestrians adjacent to Mount Annan High School. This refuge island was approved and recently constructed.

, and

MAIN REPORT

Council has conducted consultation with residents regarding the recently installed pedestrian refuge. Two responses were received which both raised the issue of vehicles doing U-Turns at the intersection of Hines Place.

It is proposed to install the No U-Turn Sign on one of these islands as shown in the **Attachment 2**. The No U-turn sign will reinforce an existing splitter island on Hines Place to deter U-turning and facilitate enforcement as required. The sign will be installed so as not to obscure the sightlines for pedestrians.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The sign installation would be funded from the RMS Block Grant (Traffic Facilities) budget for 2015/16 at an approximate cost of \$300.

CONCLUSION

The No U-Turn sign will reinforce the existing physical restriction at the intersection of Welling Drive and Hines Place.

RECOMMENDED

That the Local Traffic Committee recommends that Council approves installation of a No U-turn (R2-5) signed restriction on Welling Drive, Mount Annan, at the



LTC04

intersection with Hines Place.

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 Pedestrian refuge



30.04W 1:175M

Welling Drive Pedestrian Refuge

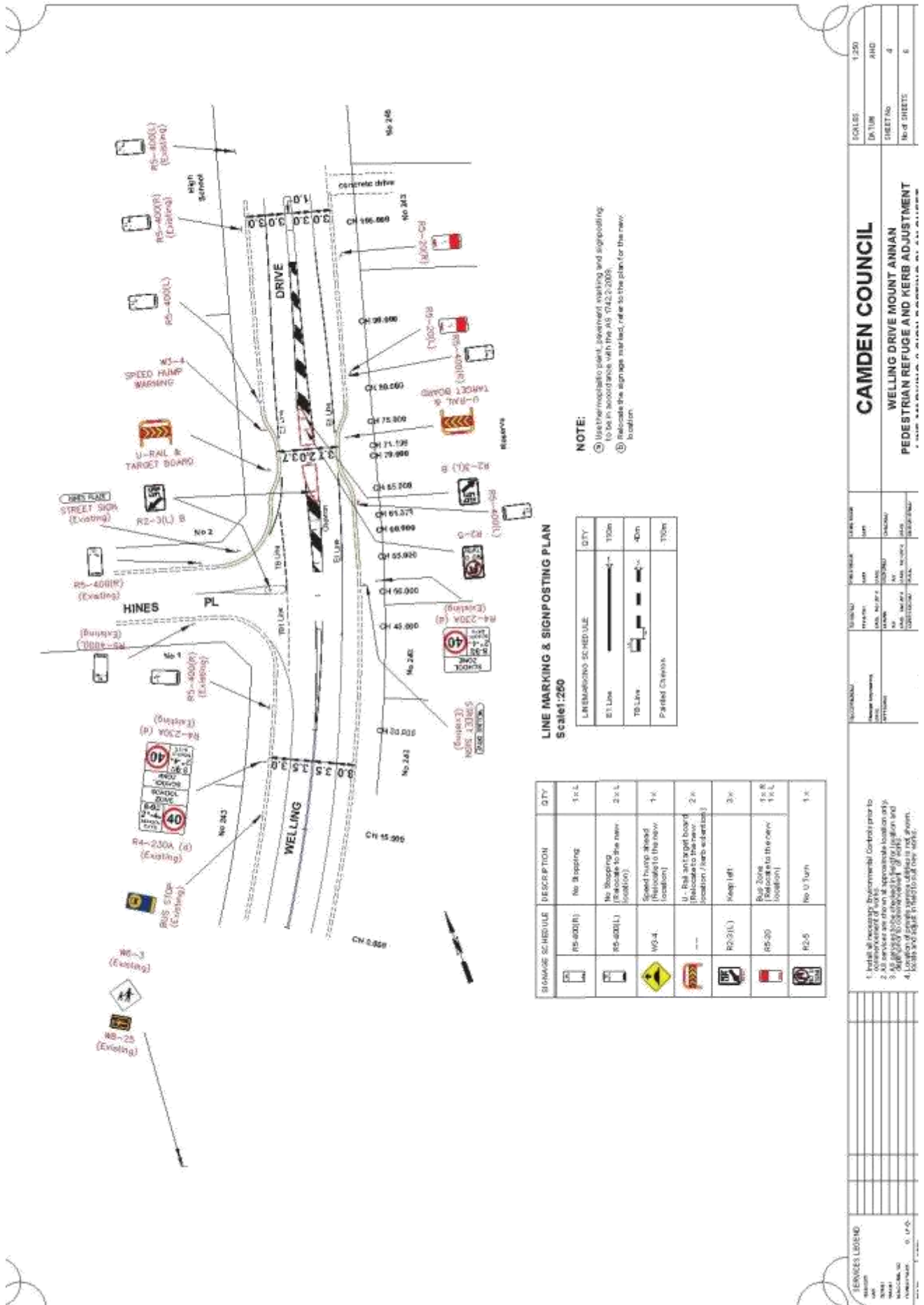


This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have it verified.

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

LTC04

Attachment 2



LINE MARKING & SIGNPOSTING PLAN
Scale: 1:250

NOTE:
 ① Use the material to plant, pavement marking and signposting to be in accordance with the AS 1742.2.2005.
 ② Relocate the sign as marked, refer to the plan for the new location.

LINE MARKING / SCHEDULE	QTY
E1 Line	100m
T8 Line	40m
Painted Chevrons	100m

SIGNAGE SCHEDULE	DESCRIPTION	QTY
RS-400(R)	No Stopping (Relocate to the new location)	1 x L
RS-400(L)	No Stopping (Relocate to the new location)	2 x L
WS-4	Speed bump ahead (Relocate to the new location)	1 x
U-Rail	U-Rail ahead sign board (Relocate to the new location / new sign post)	2 x
R2-3(L)	Keep left	3 x
RS-30	Bus Zone (Relocate to the new location)	1 x R 1 x L
R2-5	No U Turn	1 x

1. Install all signage (Requirements) 1 month prior to commencement of works
2. All services are shown at approximate location only
3. All dimensions are shown in millimetres
4. Location of signs is approximate unless otherwise shown. Scale and angle in degrees to the right.

SCALE:	1:250
DATE:	RHD
SHEET NO:	4
NO OF SHEETS:	6

CAMDEN COUNCIL
 WELLING DRIVE MOUNT ANNAN
 PEDESTRIAN REFUGE AND KERB ADJUSTMENT
A STATE GOVERNMENT OF NEW SOUTH WALES PROJECT

NO.	DESCRIPTION	DATE	BY	FOR	APPROVED BY
1	Issue for comment				
2	Issue for comment				
3	Issue for comment				
4	Issue for comment				

DESIGNED: LINDA WOOD
 DRAWN: LINDA WOOD
 CHECKED: LINDA WOOD
 APPROVED: LINDA WOOD



LOCAL TRAFFIC COMMITTEE

LTC05

LTC05

**SUBJECT: ARGYLE STREET, CAMDEN - LIGHT UP CAMDEN FESTIVAL 2015,
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

FROM: Manager Infrastructure Planning

BINDER: 15/176658

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the closure of streets in the Camden CBD, to conduct the Light Up Camden Festival 2015.

BACKGROUND

Council has received an application from the Camden Chamber of Commerce to conduct the annual Light Up Camden Festival, which proposes road closures as part of the festival. The event is conducted each year during November to promote the Christmas festive season.

MAIN REPORT

The Camden Chamber of Commerce has successfully conducted the Light Up Camden Festival for a number of years. The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Saturday 21 November, 2015.

A Special Event Transport Management Plan with associated Traffic Control Plans has been prepared for this year's event (**Attachment 1 and 2**). They incorporate the following elements:

1. Attachment 1 - John Street Closure

To assist with setting up of the fair, a section of John Street between Argyle Street and Mitchell Street will be closed to normal traffic operations, from 10am to 11pm. Temporary bus stops will be provided on Mitchell Street at the John Street intersection.

Proposed traffic management arrangements are detailed in the Traffic Control Plan 1, Drawing No. 15174A, Sheet 1 of 1.

2. Attachment 2 - Argyle Street Closure

Closure of:

1. Argyle Street between Elizabeth Street and Oxley Street;
2. John Street from the John Street/Hill Street parking area to Mitchell Street, and
3. Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street.



The requested closure time is from 12pm, with the event formally closing by 10pm and the roads reopening by 11pm, allowing time for packing up.

Proposed traffic management arrangements are detailed in the Traffic Control Plan 2, Drawing No. 15174A, Sheet 1 to 3.

Public Transport

The proposed road closure will have an impact on bus services. Council has consulted with bus companies, who have no objection to the proposal, subject to a Marshall being provided at the proposed temporary bus zones on Mitchell Street.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of \$107.50 (Incl. GST) for Special Event Transport Management Plan applications.

CONCLUSION

The relevant documentation has been received by Camden Council for the closure of roads in Camden Town Centre, to celebrate Light Up Camden 2015. Traffic and public transport arrangements have been organised in accordance with the attached plans. It is therefore recommended that the Local Traffic Committee gives concurrence to this Special Event subject to the conditions detailed in the recommendation.

RECOMMENDED

The Local Traffic Committee recommends that Council:

- (a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 10am to 11pm on Saturday 21 November 2015, as per the certified Traffic Control Plan 1 (Drawing No. 15174A, Sheet 1); and
- (b) gives concurrence for the closure of the following roads between 12pm and 11pm on Saturday 21 November 2015, as per the certified Traffic Control Plan 2 (Drawing No. 15174A, Sheets 1 to 3) for the following roads:
 - i. Argyle Street between Elizabeth Street and Oxley Street;
 - ii. John Street from the John Street/Hill Street parking area to Mitchell Street; and
 - iii. Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street.

This approval is subject to the following conditions:

- a. The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events;
- b. Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and Traffic Control Plans 2 (Plan No. 15174A, Sheet 1 to 3);
- c. Traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans;
- d. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;
- e. The organisers shall obtain NSW Police concurrence to the Special Event Approval;



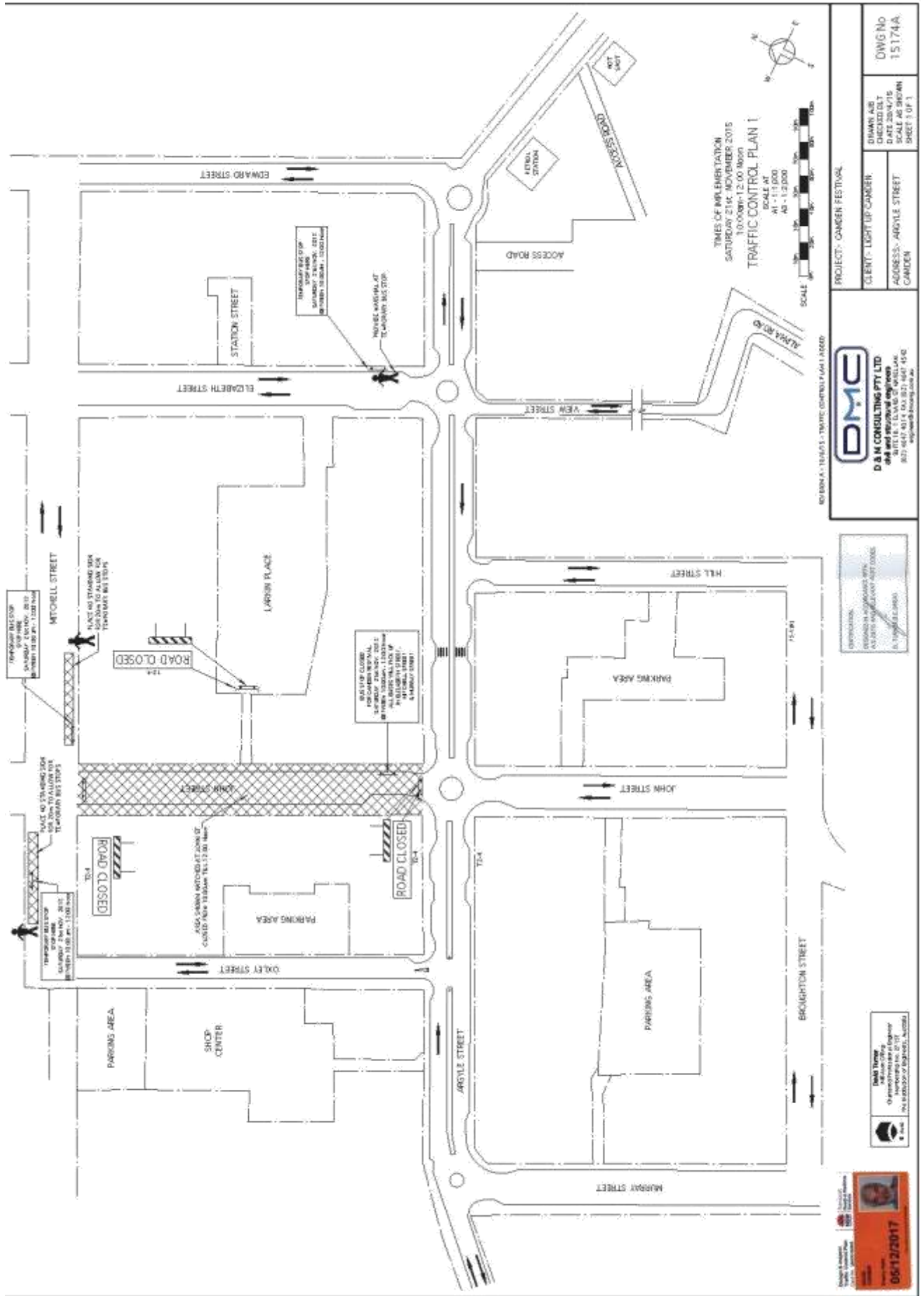
- f. The organisers shall maintain access for emergency vehicles along the closed road sections;
- g. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;
- h. The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;
- i. Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 10am and 11pm on the day of the event;
- j. No Stopping "Special Event" signage is erected at 7am on the day of the event to help ensure the roads to be closed are clear of parked vehicles;
- k. Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone on Mitchell Street and Elizabeth Street at 8am to help ensure these locations are clear of parked vehicles;
- l. The organisers securing any other necessary consents as advised by Council; and
- m. The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.

ATTACHMENTS

1. [Local Traffic Committee 21 July 2015 - Attachment 1 - Light Up Camden](#)
2. [Local Traffic Committee 21 July 2015 - Attachment 2 - Light Up Camden](#)

LTC05

Attachment 1



LTC05

Attachment 2

<p>ACCESSIBLE PARKING OFF OXLEY ST</p>	<p>JOHN ST BETWEEN ARGYLE ST & MITCHELL ST CLOSED FROM 10am - 11pm</p>
<p>LIGHT UP CAMDEN 21st NOVEMBER</p>	<p>ARGYLE ST CLOSED FROM 12 NOON TO 11PM</p>



TRAFFIC CONTROL PLAN
VARIABLE MESSAGE SIGN LOCATIONS
-CAMDEN-

VARIABLE MESSAGE SIGN
DISPLAY

BY ORDER OF: LOCAL GOVERNMENT - VARIABLE MESSAGE SIGN FOR LIGHT UP CAMDEN

D & M CONSULTING PTY LTD
and structural engineers
10/27-40/17-41/14-100/102/103/17/15/14
www.dmc.com.au

08/11/2011

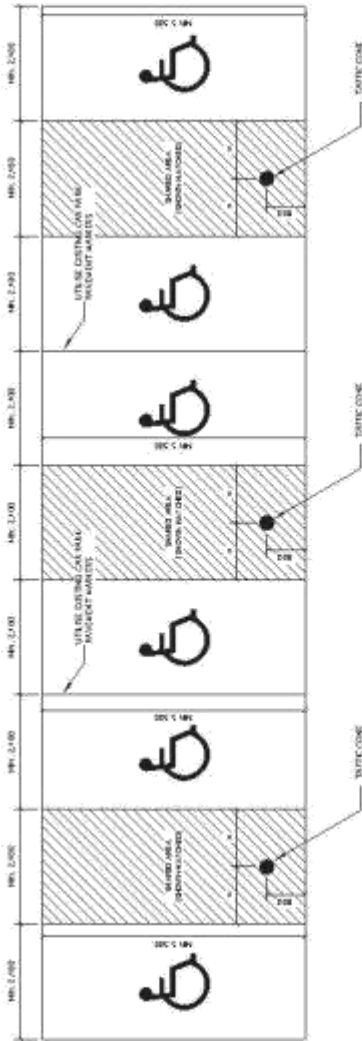
OPERATIONAL
SIGN SPECIFICATION
AS 1906-2011
S. TAYLOR & J. LAMON

Signs & More
Manufacturing
and Installation
17/17
100/102/103/17/15/14

PROJECT: CAMDEN FESTIVAL
CLIENT: LIGHT UP CAMDEN
ADDRESS: ARGYLE STREET
CAMDEN

DESIGN NO: 15174A
DATE: 20/11/14
SCALE: AS SHOWN
SHEET 2 OF 8

DWG No: 15174A



OXLEY ST ACCESSIBLE CARPARKING
TYPICAL LAYOUT TO AS2890.6

SCALE
AT 1:50
AT A3 1:100



SPECIAL EVENT NO STOPPING SIGN
SIGN 1



SPECIAL EVENT ACCESSIBLE PARKING
SIGN 2

REVISED - 10/07/15 - NO CHANGE TO SHEET 1

DMC
D & M CONSULTING PTY LTD
10/11-13/15, 15/16, 17/18, 19/20, 21/22, 23/24, 25/26, 27/28, 29/30, 31/32, 33/34, 35/36, 37/38, 39/40, 41/42, 43/44, 45/46, 47/48, 49/50, 51/52, 53/54, 55/56, 57/58, 59/60, 61/62, 63/64, 65/66, 67/68, 69/70, 71/72, 73/74, 75/76, 77/78, 79/80, 81/82, 83/84, 85/86, 87/88, 89/90, 91/92, 93/94, 95/96, 97/98, 99/100, 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 133/134, 135/136, 137/138, 139/140, 141/142, 143/144, 145/146, 147/148, 149/150, 151/152, 153/154, 155/156, 157/158, 159/160, 161/162, 163/164, 165/166, 167/168, 169/170, 171/172, 173/174, 175/176, 177/178, 179/180, 181/182, 183/184, 185/186, 187/188, 189/190, 191/192, 193/194, 195/196, 197/198, 199/200, 201/202, 203/204, 205/206, 207/208, 209/210, 211/212, 213/214, 215/216, 217/218, 219/220, 221/222, 223/224, 225/226, 227/228, 229/230, 231/232, 233/234, 235/236, 237/238, 239/240, 241/242, 243/244, 245/246, 247/248, 249/250, 251/252, 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LOCAL TRAFFIC COMMITTEE

SUBJECT: LOCAL BEHAVIOURAL CAMPAIGNS
FROM: Manager Infrastructure Planning
TRIM #: 15/127471

PURPOSE OF REPORT

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

BACKGROUND

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

Below is an outline of progress of projects completed in 2014/2015 and being implemented in the 2015/2016 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.
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 impairment, licensing and heavy vehicle awareness</i>	Scheduling is completed for 2015, with all of the target schools booked. Dates are as follows; Magdalene Catholic HS – 31 July Mount Annan Christian College – 24 August Mount Annan HS – 16 September Elizabeth Macarthur HS – 27 October A new presenter is being trialled at the next program. This is a drink drive offender giving a real life account of the consequences of drink driving.



Project	Target Issue	Current Status
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones</i>	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate. Assessments are currently being conducted at Camden South Public School. The next program date is in the week commencing 10 August 2015 at Currans Hill PS.
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 and Camden HWP. Local streets with perceived speed issues had speed counts undertaken. This data has been passed onto Police for possible enforcement where appropriate. Additionally, VMS placement at these sites is now being investigated.
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 4 June 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 3 September 2015.
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 last workshop was held on 12 May 2015, in partnership with Campbelltown City Council, with over 20 attendees. This event was promoted through schools, in local newspaper advertising and at the Drives for Learners in Macarthur – Log Book Run events. The next event is scheduled to be held in August 2015.
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on road experience obtained by learner drivers and disseminate road safety</i>	The last Day Log Book Run event was held on Sunday 14 June 2015. This event can accommodate up to 50 learner drivers and was fully booked. The event was promoted through Let's Connect,



LTC06

Project	Target Issue	Current Status
	<i>messages and resources</i>	newspaper advertising and banner placement. The Dusk Log Book Run was held on 9 July 2015 and the next Day Log Book Run is scheduled to be held on Sunday 6 September 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.
Park Smart	Community safety, Steal from Motor Vehicle offences	Scheduling has been undertaken for the 2015 rollout of the program. Future dates are currently being finalised for program roll out at Leppington Train Station.
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 next Camden Liquor Accord meeting will be held in September 2015. The Camden Liquor Accord, supported by Camden Council are introducing an in school alcohol awareness program, Wake Up, in Term 4. This will target Year 10 students and be offered at all high schools in the Camden LGA.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. An in-school bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	The bike safety course was a part of the Camden Play Day, held on Sunday 24 May 2015. Further cycling education and programs are currently being considered, subject to funding availability.
Seniors Safety Morning Teas	Seniors Safety – Pedestrian safety <i>Partnership with Camden Police and Barnes Driving School to promote and educate regarding best practice pedestrian and personal safety and licensing conditions for older drivers</i>	Scheduling for the 2015/2016 financial year is currently underway. Council's Seniors Officer is liaising with community groups to book future dates. The last presentation was held in April 2015 for the Camden Baptist Church.



Project	Target Issue	Current Status
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	The program was launched for 2015 on 18 May at Camden High School, and has been held at Magdalene Catholic High School, Mount Annan Christian College, Elderslie High School, Oran Park Anglican College and Mount Annan High School in last financial year. The program will be held at Elizabeth Macarthur High School during Term 3. The program targets Year 8 students and is designed to deter young people from getting involved in graffiti vandalism.
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been allocated in 2015/2016 through Roads and Maritime Services grant funding (\$11,000 excluding GST).

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

SUBJECT: PERMANENT ITEMS
FROM: Manager Infrastructure Planning
BINDER: 15/127478

(i) Bike Plan

The Cycling Advisory Group met on the 28th May 2015. The next meeting is scheduled for August.

The bicycle refuge on Richardson Road, part funded by the RMS Active Transport Program, was completed in June 2015.

Council has been advised 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 footpath construction program was undertaken in 2014/15 and continues to be funded by Council in 2015/16.

The pedestrian refuge on Welling Drive, part funded by the RMS Active Transport Program, was completed in June 2015.

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 received funding from the Safer Roads Program:

- Stenhouse Drive Pedestrian Crossing Upgrade (Mount Annan)

(iii) Black Spot Identification/Evaluation/Treatment

Council has been advised by the Roads and Maritime Services that two applications have been successful in securing 100% funding in the 2015/2016 financial year, as follows:

- Construction of roundabout at Elizabeth Street / Mitchell Street intersection, Camden – Project cost of \$115,000 (Excl. GST)
- Shoulder improvement, signage and line marking for a section of Allenby Road, Rossmore – Project cost of \$90,000 (Excl. GST)



Assessment is underway for submissions to the 2016/17 program.

(iv) Upcoming Major Works/Events

Location	Date (s)	Major Works / Event
Closure of Springs Road between Macarthur Road and Spring Farm Drive	July to October 2015	Springs Road reconstruction

LTC07

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC08

**SUBJECT: RYMILL CRESCENT, GLEDSWOOD HILLS - THE HERMITAGE STAGE
12 WESTERN PRECINCT SIGNAGE AND LINEMARKING**

FROM: Manager Infrastructure Planning

TRIM #: 15/127636

ELECTRONIC MEETING ITEM; DATE: 22 May 2015

PURPOSE OF REPORT

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

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of The Hermitage in the location highlighted on **Attachment 1**. This relates to Development Application DA679/2014, which forms part of the staged construction of the overall Gledswood Hills residential development.

The Engineering Drawing TR12-C1-506, Sheet 1 to Sheet 3 Issue 03 prepared by Hyder Consulting provides details of the proposed signage and line marking (**Attachment 2**). They are:

- Give Way sign (R1-2), TB &TB1 line marking and 30 metres BB line at the intersection of Rymill Crescent and The Hermitage Way;
- 30 metres BB line on Kinloch Street at Rymill Crescent intersection; and
- 30 metres BB line on the bend on Kinloch Street and Rymill Crescent.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking subject to:

- BB line at the intersection of Rymill Crescent and The Hermitage Way being reduced to 10 metres;
- BB line at the intersection of Kinloch Street and Rymill Crescent reduced to 10 metres; and
- BB on the bend (approximately 100 metres west of Kinloch Street) on Rymill Crescent being removed.



Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/12	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Rymill Crescent, Gledswood Hills, as shown on TR12-C1-506, Sheet 1 to Sheet 3 Issue 03 subject to:</p> <ul style="list-style-type: none">i. BB line at the intersection of Rymill Crescent and The Hermitage Way be reduced to 10 metres;ii. BB line at the intersection of Kinloch Street and Rymill Crescent reduced to 10 metres;iii. BB on the bend (approximately 100 metres west of Kinloch Street) on Rymill Crescent be removed;iv. The installation being completed by the applicant at its cost;v. All signage being sign size A; andvi. 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.

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.

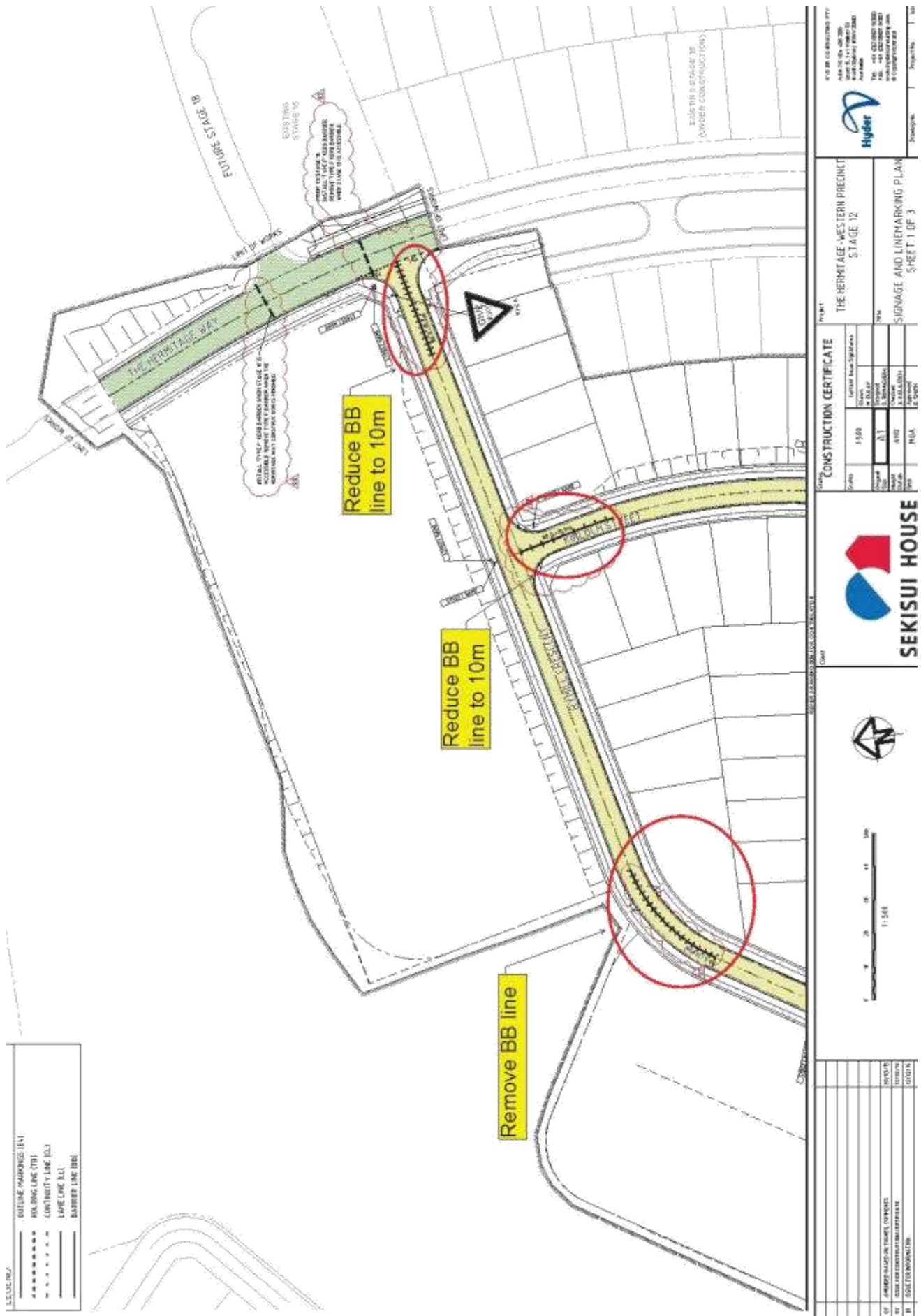
ATTACHMENTS

1. Local Traffic Committee 16 June 2015 - Attachment 1- The Hermitage
2. Local Traffic Committee 16 June 2015 -Attachment 2- The Hermitage

LTC08

Attachment 1





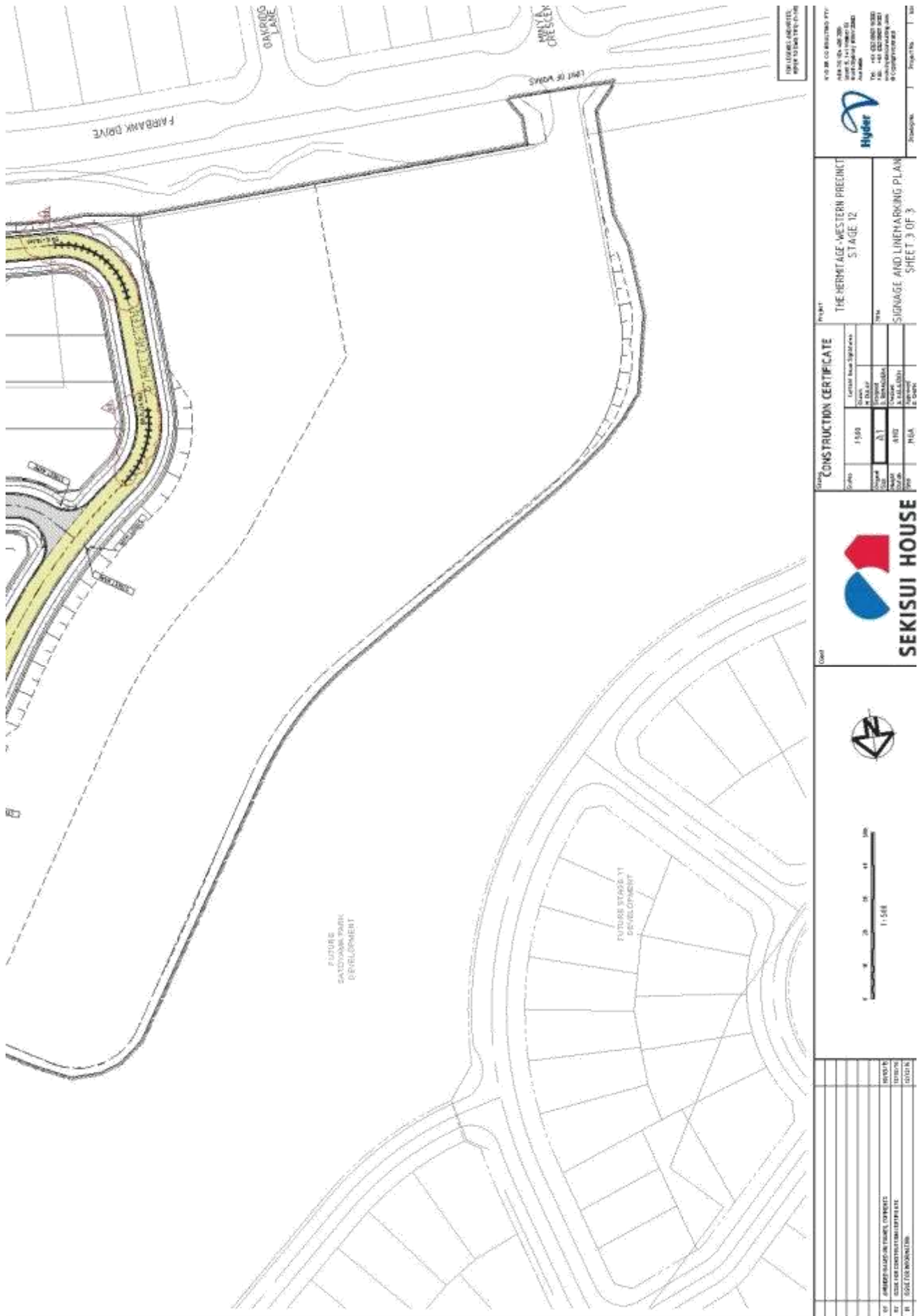
LTC08

Attachment 2

LTC08

Attachment 2





CONSTRUCTION CERTIFICATE		THE HERMITAGE WESTERN PRECINCT STAGE 12	
DATE: 15/08/15	DRAWN: [Name]	SIGNAGE AND LINE MARKING PLAN SHEET 3 OF 3	
CHECKED: [Name]	SCALE: 1:1,500	PROJECT NO: [Number]	
APPROVED: [Name]	PROJECT: [Name]	PROJECT NO: [Number]	

LTC08

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC09

SUBJECT: VILLAGE CIRCUIT, GREGORY HILLS - STAGE 8B SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 15/182218

ELECTRONIC MEETING ITEM; DATE: 6 July 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee, through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills, Stage 8B.

MAIN REPORT

A Signage and Linemarking Plan has been received by Council for the construction of new roads associated with the development of Gregory Hills, Stage 8B in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/70.

The Engineering Drawing No. 210145-8B-CC 650 Rev. 02 prepared by Cardno provides details of the proposed signage and line marking (**Attachment 2**). They are:

- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Cumberland Street and Village Circuit and Spitzer Street and Village Circuit; and
- Shared path signage (R8-2) and line marking on the northern side of Village Circuit.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/22	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Village Circuit, Gregory Hills, as shown on Engineering Drawing No. 210145-8B-CC 650 Rev. 02 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.

This recommendation was supported unanimously by the four voting members.

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



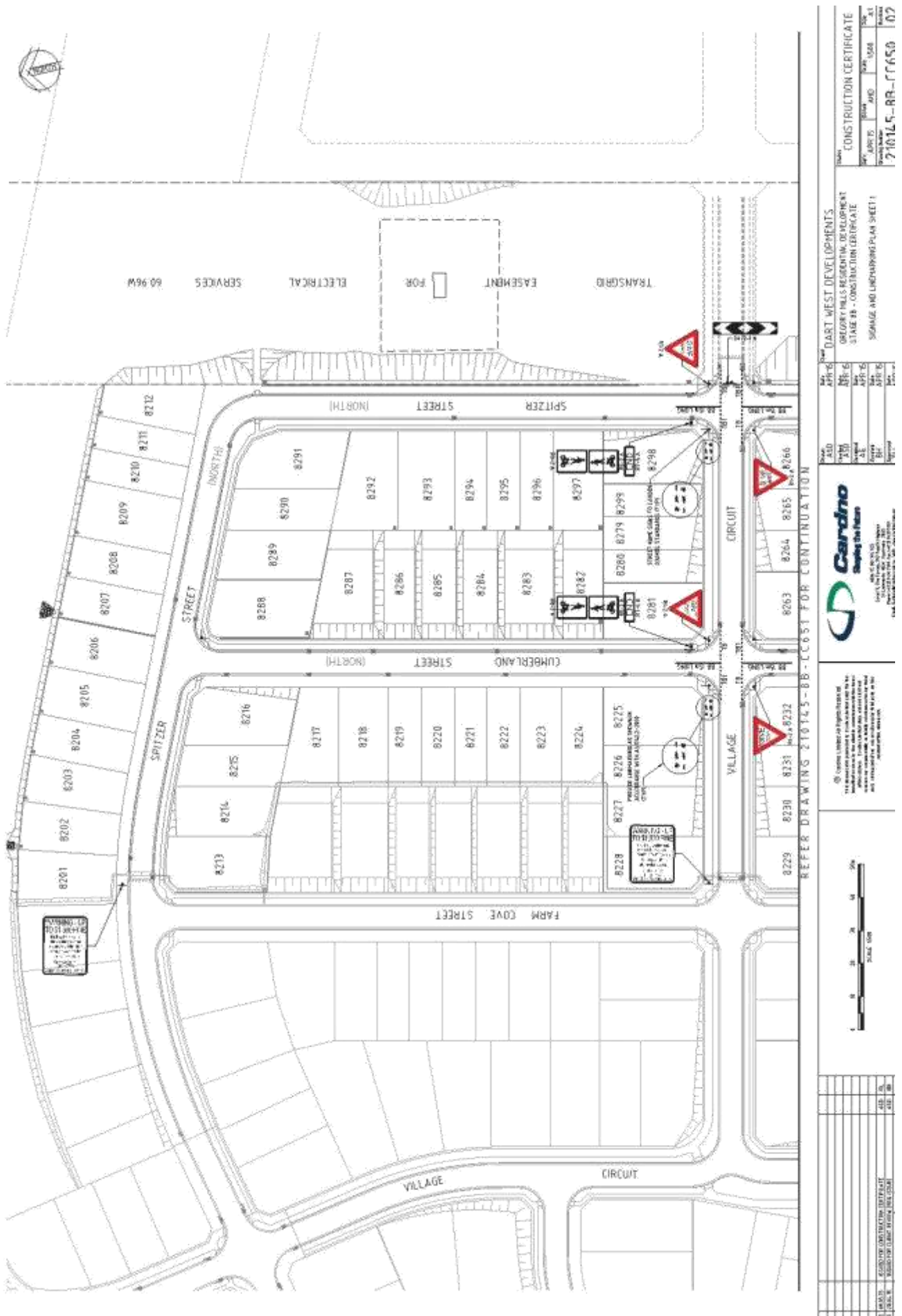
RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - Gregory Hills Stage 8B
2. Local Traffic Committee 21 July 2015 -Attachment 2 - Gregory Hills Stage 8B

LTC09



LTC09

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC10

**SUBJECT: SPRING FARM DRIVE / OWEN'S STREET, SPRING FARM - STAGE 34
SIGNAGE AND LINEMARKING**
FROM: Manager Infrastructure Planning
TRIM #: 15/182571

ELECTRONIC MEETING ITEM; DATE: 6 July 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm – East Village, Stage 34.

MAIN REPORT

A Signage and Linemarking Plan has been received by Council for the construction of new roads associated with the development of Spring Farm – East Village, Stage 34 in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/70.

The Engineering Drawing No. 76371.34.CC801, Drawing No. 76371.34.CC802 and Drawing No. 76371.34.CC803 Rev. D prepared by SMEC Consulting provides details of the proposed signage and line marking (**Attachment 2**) incorporating:

- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Owen's Street and Spring Farm Drive;
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Owen's Street and Sultan Avenue;
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Sultan Avenue and Spring Farm Drive;
- BB line on Spring Farm Drive adjacent to Lot 3409 and Lot 3437;
- Shared path signage (R8-2) and line marking on the western side of Norfolk Boulevard;
- BB line on Owen's Street adjacent to Lot 3505/3482;
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Road 18 and Owen's Street;
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of McGovern Street and Owen's Street; and
- All Traffic Left (R2-14 (L)) on Archer Road at Owen's Street.

The plans comply with the requirements of Council and in accordance with relevant Standards.



Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/21	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Spring Farm Drive and Owen’s Street, Spring Farm, and as shown on Engineering Drawing No. 76371.34.CC801, Drawing No. 76371.34.CC802 and Drawing No. 76371.34.CC803 Rev. D 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; andiii. 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.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

- 1. Local Traffic Committee 21 July 2015 -Attachment 1 - Spring Farm Stage 34
- 2. Local Traffic Committee 21 July 2015 -Attachment 2 - Spring Farm Stage 34

LTC10

Attachment 1



Scale: 1:3300



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

Camden Council accepts no responsibility for a errors or omissions. This map should not be relied upon.



LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: LIZ KERNOHAN DRIVE, SPRING FARM - STAGE 1 & 2 - SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 15/127713

ELECTRONIC MEETING ITEM; DATE: 24 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of the next stage of Liz Kernohan Drive from Richardson Road to Nicholson Parade, Spring Farm.

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of the next stage of Liz Kernohan Drive from Richardson Road to Nicholson Parade in the location highlighted on **Attachment 1**. This relates to Development Application DA1182/2012 which forms part of the staged construction of Liz Kernohan Drive.

The Engineering Drawing No. NA82013004-002 – C1057 REV. F and NA82013004-002 – C1058 REV. F prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2**). They are:

- Left in / left out only at Dewpoint Drive at Liz Kernohan Drive;
- The construction of a roundabout at the intersection of Liz Kernohan and Nicholson Parade;
- Shared path and associated signs (R8-2) and line marking on southern side of Liz Kernohan Drive; and
- No Stopping (R5-400) restrictions on both sides of Liz Kernohan Drive.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/13	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Liz Kernohan Drive, Spring Farm, as shown on Engineering Drawing No. NA82013004-002 – C1057 REV. F and NA82013004-002 – C1058 REV. F 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.



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 16 June 2015 -Attachment 1 - Liz Kernohan Drive
2. Local Traffic Committee 16 June 2015 -Attachment 2 - Liz Kernohan Drive

LTC11

LTC11

Attachment 1

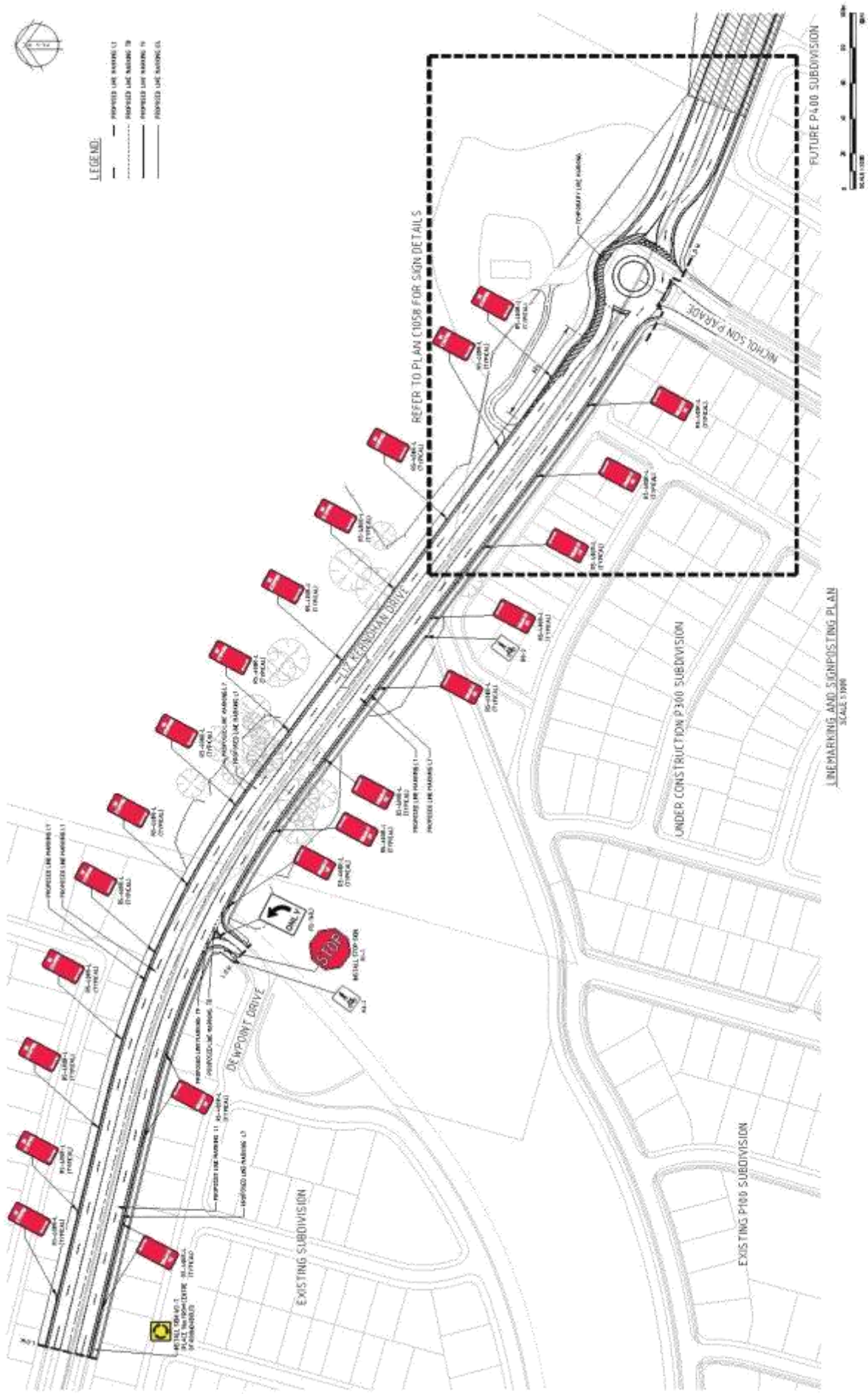


Scale: 1:4300



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LEGEND:

- PROPOSED LINE MARKING L1
- PROPOSED LINE MARKING 2B
- PROPOSED LINE MARKING 2C
- PROPOSED LINE MARKING 2D

URBAN GROWTH LOCAL TRAFFIC ENGINEERING & INFRASTRUCTURE SUBDIVISION ENGINEERING		FOR APPROVAL Scale: A.A.S. Plan: 1:500 Date: 16/06/15	
PROJECT NO: 1407207/14 SHEET NO: 1/10 DATE: 16/06/15 DRAWN BY: MHR CHECKED BY:		PROJECT NO: 1407207/14 SHEET NO: 1/10 DATE: 16/06/15 DRAWN BY: MHR CHECKED BY:	
© Copyright UrbanGrowth NSW. This document contains confidential information. It is not to be distributed outside the project team without the written consent of UrbanGrowth NSW.		URBAN GROWTH LOCAL TRAFFIC ENGINEERING & INFRASTRUCTURE SUBDIVISION ENGINEERING	



LOCAL TRAFFIC COMMITTEE

LTC12

LTC12

SUBJECT: TERRACE ROAD, ORAN PARK - SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 15/127768

ELECTRONIC MEETING ITEM; DATE: 7 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a new road associated with the development of Oran Park.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of a new road (Terrace Road) associated with the development of Oran Park in the location highlighted in **Attachment 1**. This relates to Development Application 2013/63. The new road will become the fourth leg of the existing roundabout at the intersection of Central Avenue and Sharman Way.

The Engineering Drawing number 601, Rev. 1 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2**) incorporating:

- a splitter island on Terrace Road at the roundabout with associated signage (R1-3 and R2-3 (L)) and linemarking (TB and E5); and
- 30 metres of No Stopping (R5-400) restrictions on both sides of Terrace Road, west of the Central Avenue / Sharman Way intersection.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/11	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Terrace Road, Oran Park, as shown on drawing number 601, Rev 1. subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being 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.

This recommendation was supported unanimously by the four voting members.



LTC12

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 16 June 2015 -Attachment 1 - Terrace Road
2. Local Traffic Committee 16 June 2015 - Attachment 2 - Terrace Road



LTC12

Attachment 1



Scale: 1:1200

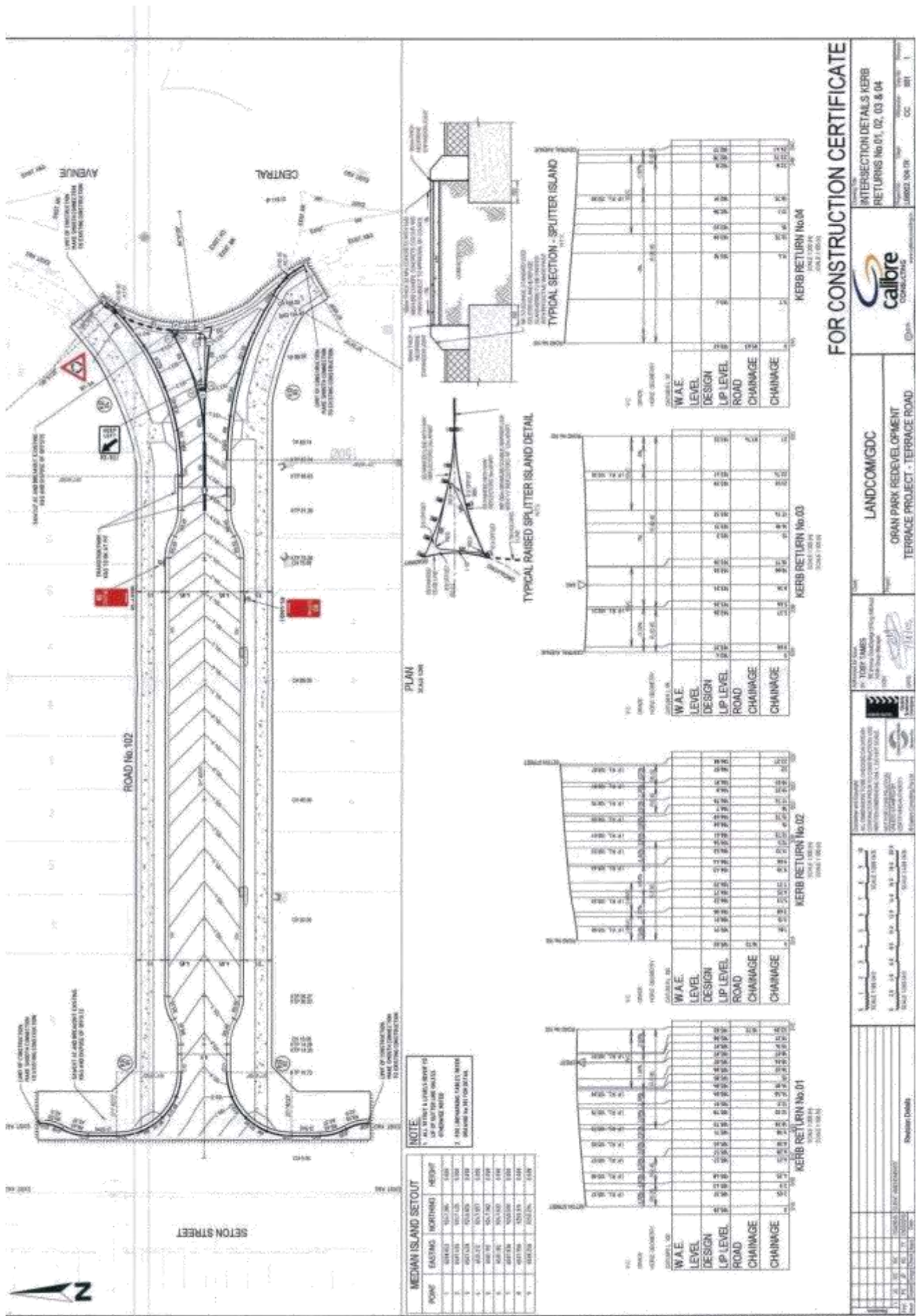


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Camden Council accepts no responsibility for a error or omissions. The map should not be relied upon.

LTC12

Attachment 2





LOCAL TRAFFIC COMMITTEE

LTC13

LTC13

SUBJECT: THE HERMITAGE WAY, GLEDSWOOD HILLS - SOUTH CREEK CROSSING SHARED PATH

FROM: Manager Infrastructure Planning

TRIM #: 15/182686

ELECTRONIC MEETING ITEM; DATE: 18 June 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a shared path associated with the construction of the South Creek crossing in The Hermitage precinct.

MAIN REPORT

A Signage Plan has been received by Council for the construction of a shared path associated with the construction of the South Creek culvert crossing of The Hermitage Way, in the location highlighted in **Attachment 1**. This relates to Development Application DA/2012/578/1.

The Engineering Plan No. 9553/CC16 Rev A prepared by Sekisui House provides details of the proposed signage (R8-2) (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/18	The Local Traffic Committee recommends that Council approves the regulatory shared path signs (R8-2) on The Hermitage Way, Gledswood Hills, as shown on Engineering Plan No. 9553/CC16 Rev A, subject to the installation being completed by the applicant at its cost.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - South Creek Crossing
2. Local Traffic Committee 21 July 2015 -Attachment 2 - South Creek Crossing

LTC13

Attachment 1



Scale: 1:1000



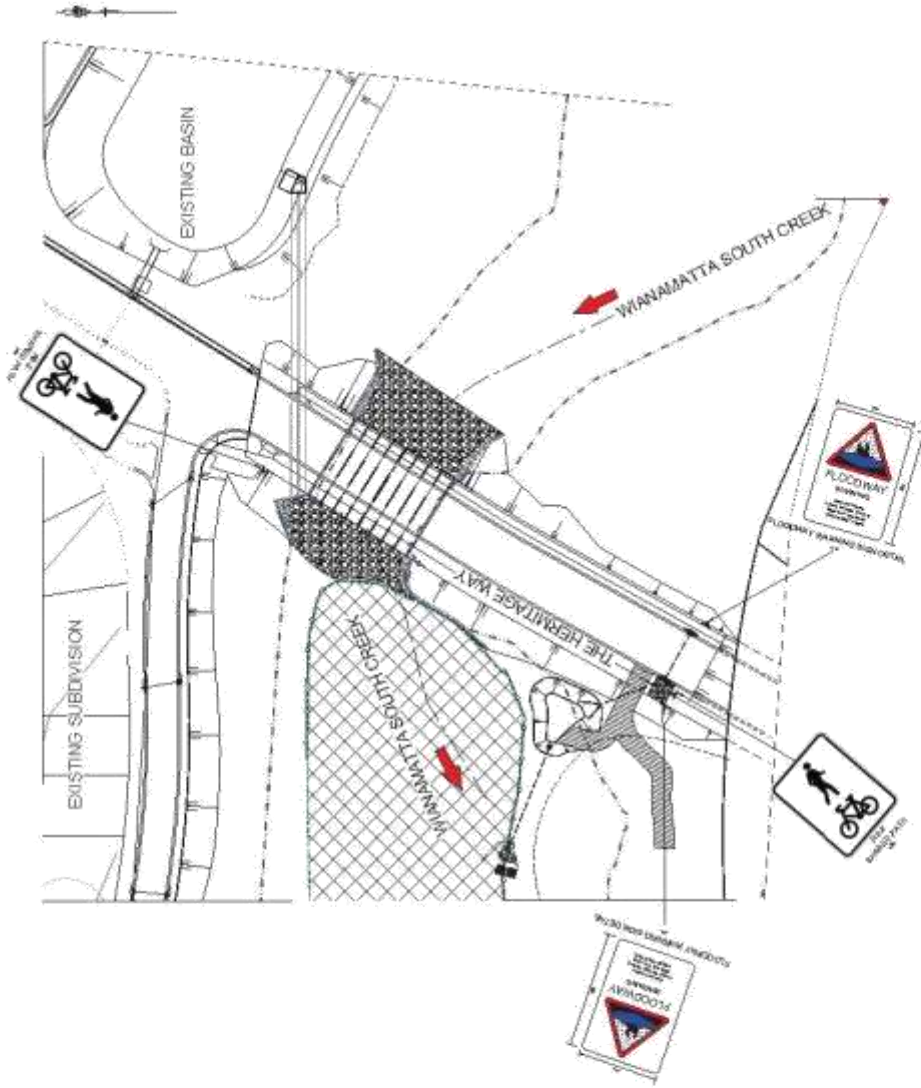
Meters



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

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SIGNAGE & LINEMARKING PLAN



SUBJECT TO LOCAL TRAFFIC COMMITTEE APPROVAL

<p>SEKISUI HOUSE CONSTRUCTION MANAGEMENT</p>	<p>ISSUED FOR CONSTRUCTION APPROVAL</p>	<p>PLAN NO: 9553DC16 FILE NO: 9553DC16</p>
	<p>J. WYNDHAM PRINCE CONSULTING ENGINEERING & ARCHITECTURAL SERVICES</p>	<p>THE HERMITAGE SOUTH CREEK CULVERT CROSSING SIGNAGE & LINEMARKING PLAN</p>

LTC13

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: COLDSTREAM LANE, GLEDSDOOD HILLS - STAGE 1 SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 15/182814

ELECTRONIC MEETING ITEM; DATE: 17 June 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gledswood Hills, Stage 1.

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of Gledswood Hills, Stage 1 in the location highlighted on **Attachment 1**. This relates to Development Application DA592/2014.

The Engineering Plan No. C21 Rev C prepared by Diversi Consulting provides details of the proposed signage and line marking (**Attachment 2**) incorporating:

- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Tarrawarra Avenue / Coldstream Lane / Road 3;
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) at the intersection of Killara Terrace / Coldstream Lane / Road 1; and
- BB line at Road 3 / Road 2 intersection.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/16	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Coldstream Lane, Gledswood Hills, as shown on Engineering Plan No. C21 Rev C 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.

This recommendation was supported unanimously by the four voting members.

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



RECOMMENDED

That Council receives and notes the report.

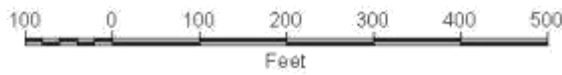
ATTACHMENTS

1. Local Traffic Committee 21 July 2015 - Attachment 1 - Coldstream Lane
2. Local Traffic Committee 21 July 2015 -Attachment 2 - Coldstream Lane

LTC14

LTC14

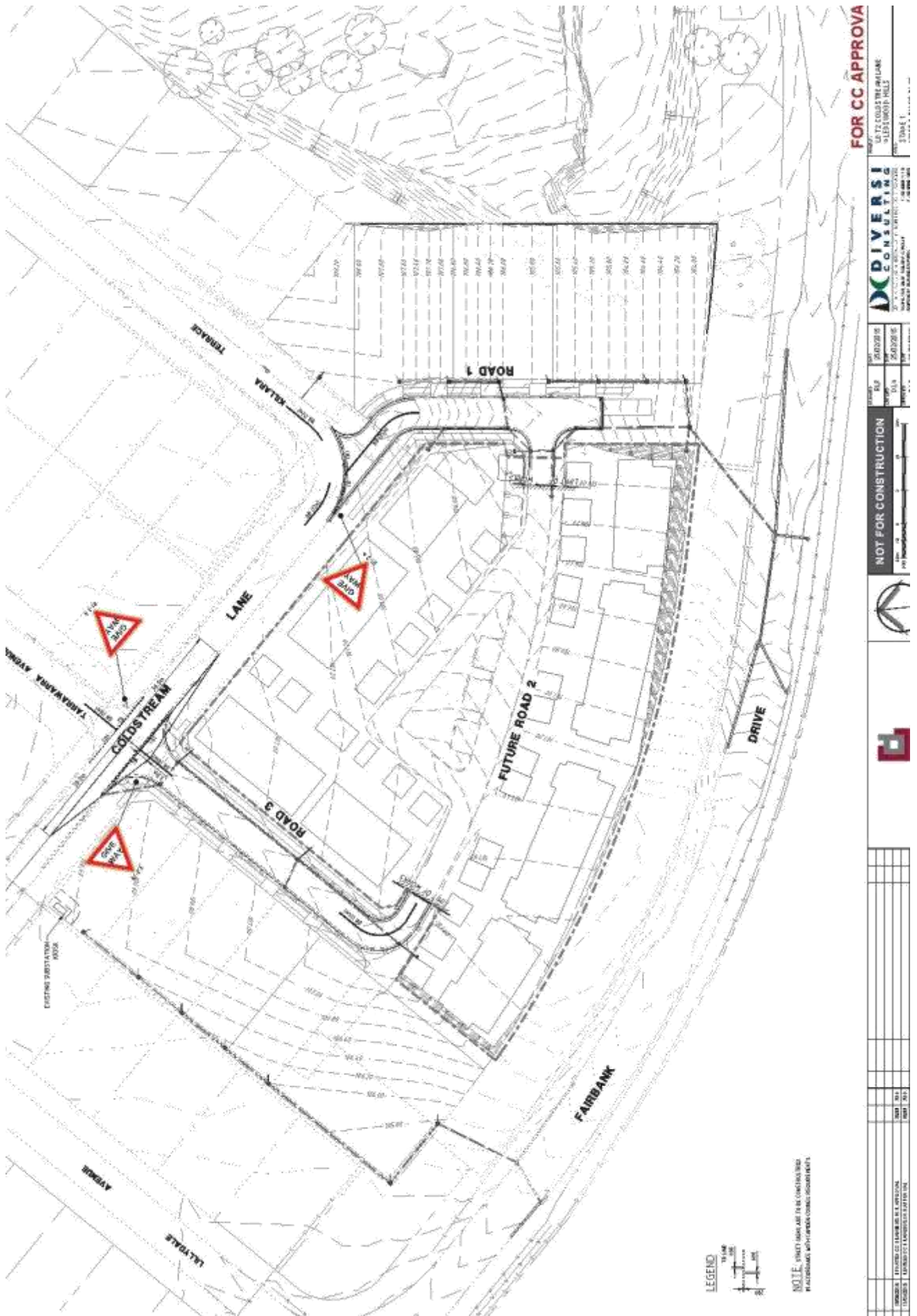
Attachment 1



N

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

Camden Council accepts no responsibility for a errors or omissions. This map should not be re-used.



LTC14

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: REDMAN GRANGE, ORAN PARK - SCHOOL DROP OFF AND PICK UP BAY
FROM: Manager Infrastructure Planning
TRIM #: 15/127798

ELECTRONIC MEETING ITEM; DATE: 24 April 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a student drop off / pick up area for Oran Park Anglican College.

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of a student drop off / pick up area in Redman Grange for the senior school of Oran Park Anglican Collage. A location highlighted on **Attachment 1**. This relates to Development Application DA927/2012.

The Engineering Drawing No. 301 Rev. 2 prepared by Brown Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking subject to a No Parking Sign (R5-40) with a supplementary plate “Kiss & Ride Area” being installed in the proposed drop off and pick up bay. The applicant’s drawing has been marked up by Council in yellow to indicate the additional signs required.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/09	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Redman Grange, Oran Park, as shown on Drawing No. 301 Rev. 2 subject to:</p> <ul style="list-style-type: none"> i. No Parking sign (R5-400) with supplementary plate “Kiss & Ride Area” (R9-302) be installed in the drop off and pick up bay; ii. the installation being completed by the applicant at its cost; iii. all signage being sign size A; and iv. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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



RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 16 June 2015 - Attachment 1 - Oran Park Anglican School
2. Local Traffic Committee 16 June 2015 - Attachment 2 - Oran Park Anglican School

LTC15

LTC15

Attachment 1

ORAN PARK DEVELOPMENT ANGLICAN COLLEGE STUDENT DROP OFF

FOR CONSTRUCTION CERTIFICATE FOR SYDNEY ANGLICAN SCHOOLS CORPORATION



Sheet List Table

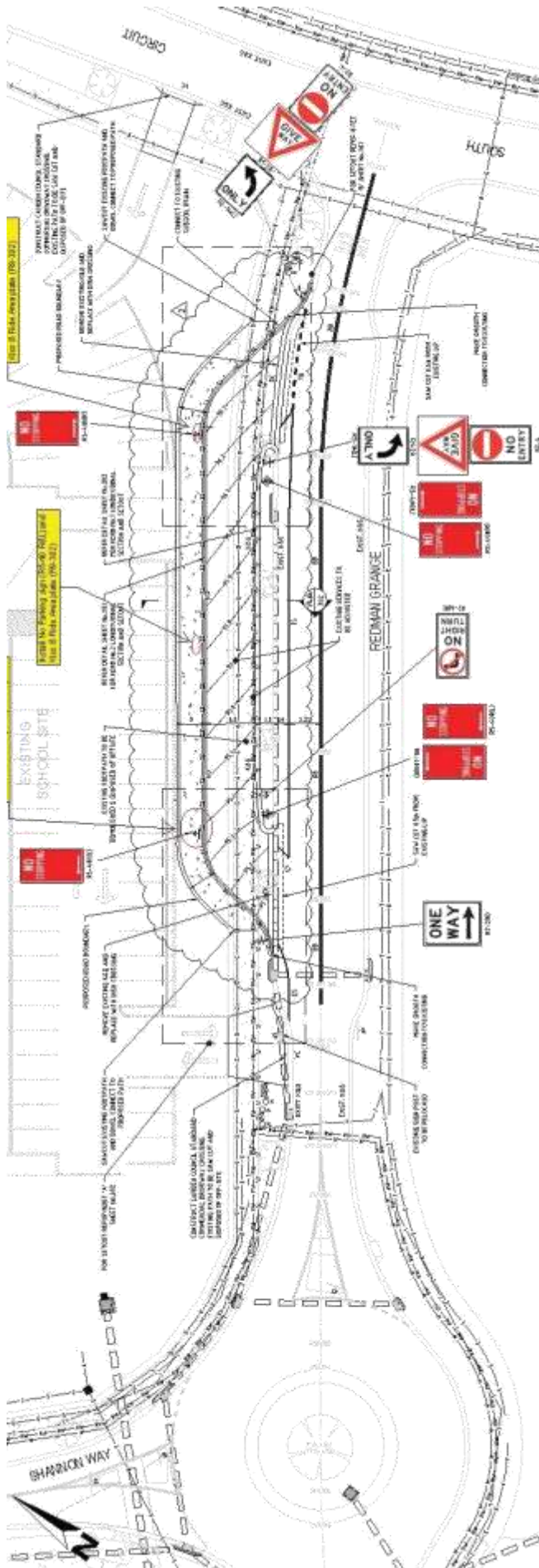
NO.	DRAWING TITLE
000	GENERAL
001	COVER SHEET
001	GENERAL AND SITE LAYOUT
002	ADVISORIES
003	ENVIRONMENTAL PLAN
004	LOW-IMPACT ROAD SECTION DETAILS AND ASSESSMENT
005	TRAFFIC MANAGEMENT
006	TRAFFIC CONTROL PLANS WORK 1
007	TRAFFIC CONTROL PLANS WORK 2



LGA CAMDEN COUNCIL
D.A.982/2008

LOCALITY PLAN
NOTE



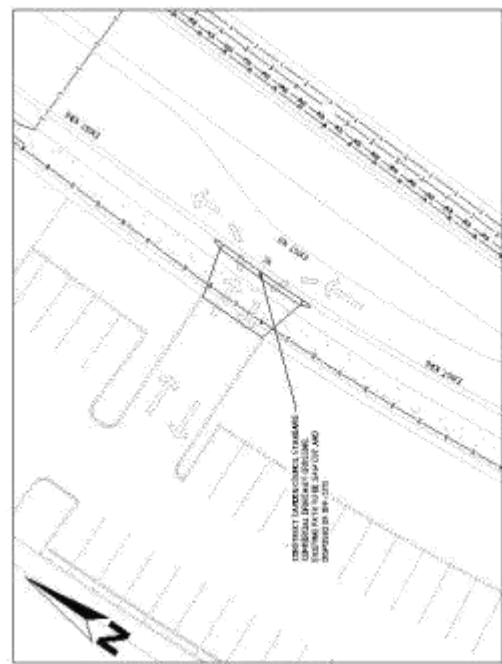


PLAN 1
SCALE 1:500

NOTES:

1. ALL WORKS TO BE COMPLETED SHALL BE COMPLETED BY THE END OF THE YEAR.
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PAVEMENT EVALUATION
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 2. [Detail]
 3. [Detail]
 4. [Detail]
 5. [Detail]



PLAN 2
SCALE 1:500

LINE TYPE	USE	TIME PERIOD (HRS PER WEEK) (HRS PER MONTH) (HRS PER YEAR)	COLOR	BASED ON	BASED ON	BASED ON
EE	RETURN OF PAVED ROAD	10:00 AM - 12:00 PM 1:00 PM - 3:00 PM 4:00 PM - 6:00 PM	WHITE	TYPE 1	TYPE 2	TYPE 3
TE	ONE WAY ROAD	10:00 AM - 12:00 PM 1:00 PM - 3:00 PM 4:00 PM - 6:00 PM	WHITE	TYPE 1	TYPE 2	TYPE 3
BE	ROAD WORKS	10:00 AM - 12:00 PM 1:00 PM - 3:00 PM 4:00 PM - 6:00 PM	WHITE	TYPE 1	TYPE 2	TYPE 3

CONSTRUCTION CERTIFICATE

FOR THE ENGINEERING PLAN

SYDNEY ANGLICAN SCHOOLS CORP.
ORAN PARK DEVELOPMENT

BROWN
Smeets Consulting

DATE: 16/06/2015
SCALE: 1:500



LOCAL TRAFFIC COMMITTEE

LTC16

**SUBJECT: RABY ROAD, LEPPINGTON - EMERALD HILLS DEVELOPMENT
SIGNAGE AND LINEMARKING**

FROM: Manager Infrastructure Planning

TRIM #: 15/127829

ELECTRONIC MEETING ITEM; DATE: 5 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, the proposed road upgrades and construction of new roads associated with the development of the Emerald Hills precinct.

MAIN REPORT

A Signage and line marking plan has been received by Council for the upgrade of Raby Road and intersections associated with the development of Emerald Hills in the location highlighted on **Attachment 1**. This relates to Development Application DA308/2014.

The proposed development will provide around 1,300 dwellings, a neighbourhood centre and associated community facilities including open space. The Engineering Drawings NA50613004-020-CI-2040, NA50613004-020-CI-2041, NA50613004-020-CI-2042 and NA50613004-020-CI-2045, Rev. 4 prepared by Cardno Consulting provide details of the proposed signage and line marking (**Attachment 2**) incorporating:

- a new 4-leg intersection with signals, with provision for bus jump lanes, providing vehicle access to the Emerald Hills estate and the proposed Camden Lakeside estate;
- Left in entry with deceleration lane and left out exit from the proposed neighbourhood centre;
- widening Raby Road from one lane each direction to two lanes;
- a shared footpath on the north side with associated signage and linemarking and a footpath of the south side of Raby Road; and
- No Stopping restrictions (R5-400) on both sides of Raby Road.

For both efficiency and safety reasons, an interim seagull intersection arrangement has been proposed at the existing access driveway to the golf club on the south side of Raby Road until the signalised intersection is constructed and the new internal access to the Club is provided.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.



Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/10	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking for Raby Road, Leppington, as shown on drawing number NA50613004-020-CI-2040 , NA50613004-020-CI-2041, NA50613004-020-CI-2042 and NA50613004-020-CI-2045, Rev. 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; andiii. 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.

This recommendation was supported unanimously by the four voting members.

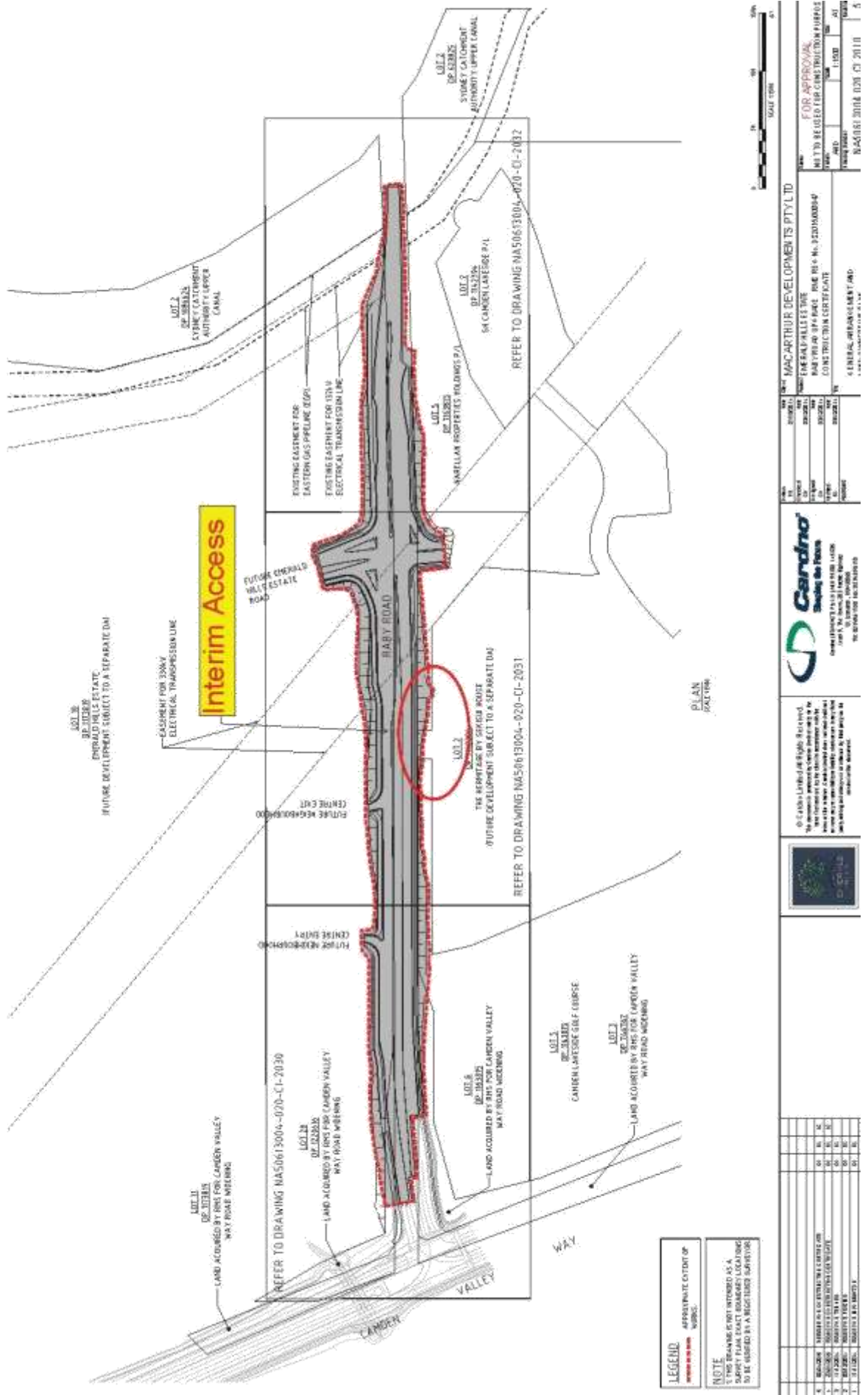
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

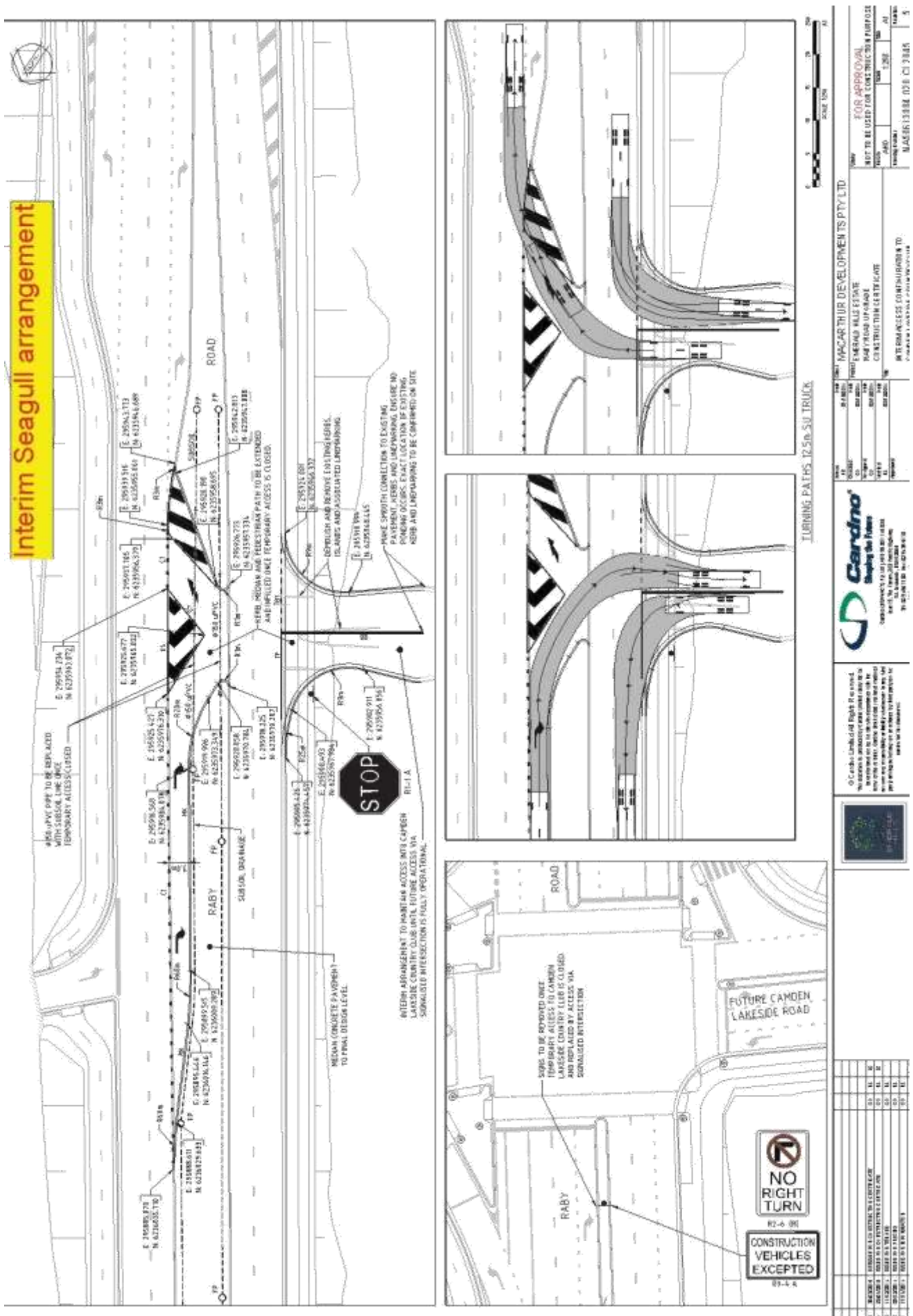
1. Local Traffic Committee 16 June 2015 -Attachment 1 - Raby Road
2. Local Traffic Committee 16 June 2015 -Attachment 2 - Raby Road



LEGEND APPROPRIATE EXTENT OF WORKS

NOTE
 THIS DRAWING IS NOT INTENDED AS A SUPPLY PLAN EXACT DIMENSIONS LOCATING TO BE CHECKED BY A REGISTERED SURVEYOR

<p>Cardno Supply the Future</p> <p>1000 LINDSEY DRIVE, SUITE 100, LINDSEY, VIC 3085 TEL: 03 9450 1000 FAX: 03 9450 1001 WWW.CARDNO.COM.AU</p>		<p>FOR APPROVAL HAS TO BE USED FOR CONSTRUCTION PURPOSES</p> <p>DATE: 11/06/15 DRAWN BY: JH CHECKED BY: JH DATE: 11/06/15</p> <p>PROJECT: GENERAL DEVELOPMENT (IND) DRAWING NO: 1020 CI 2010</p>
<p>© CAMDEN VALLEY COUNCIL This document is prepared for the use of the client and is not to be used for any other purpose without the written consent of the client. All rights reserved.</p>		<p>PROJECT: MACARTHUR DEVELOPMENTS PTY LTD DRAWING NO: 1020 CI 2010 DRAWING TITLE: GENERAL DEVELOPMENT (IND)</p>





LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: KAVANAGH STREET, GREGORY HILLS - STAGE 4 SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 15/182833

ELECTRONIC MEETING ITEM; DATE: 17 June 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills, Stage 4.

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of Gregory Hills, Stage 4 in the location highlighted on **Attachment 1**. This relates to Development Application DA397/2014.

The Engineering Plan No. 210153-4-CC650 Rev. 04 prepared by Cardno provides details of the proposed signage and line marking (**Attachment 2**) incorporating:

- a roundabout at the intersection of Kavanagh Street / Oaklands Circuit / Village Circuit with associated signage (R1-3, R2-3, D4-1-1 and W2-7) and linemarking (E4 and TB);
- shared paths on the northern side of Kavanagh Street and eastern side of Village Circuit with associated linemarking and signage (R8-2); and
- Give Way signage (R1-2) and associated line marking (TB, TB1 and BB) on Junee Street at Kavanagh Street and Bega Street at Kavanagh Street.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/19	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Kavanagh Street, Gregory Hills, as shown on Engineering Plan No. 210153-4-CC650 Rev. 04 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.

This recommendation was supported unanimously by the four voting members.



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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - Gregory Hills Stage 4
2. Local Traffic Committee 21 July 2015 -Attachment 2 - Gregory Hills Stage 4

LTC17

GREGORY HILLS RESIDENTIAL DEVELOPMENT, ROAD AND DRAINAGE DESIGN CONSTRUCTION CERTIFICATE STAGE 4

DA/CC No. 397/2014



LOCALITY PLAN

CAMDEN COUNCIL
Approved by the Council on 16th August 2014
City of Camden
16/08/2014

CONSTRUCTION CERTIFICATE
DA/CC No. 397/2014

CIVIL DRAWING LIST

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LOCAL TRAFFIC COMMITTEE

LTC18

SUBJECT: JOHN STREET, CAMDEN - SUSPENSION OF ON-STREET PARKING BAY
FROM: Manager Infrastructure Planning
TRIM #: 15/184616

ELECTRONIC MEETING ITEM; DATE: 23 June 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 on John Street, Camden.

MAIN REPORT

A request has been received by Council from Telstra to suspend three (3) on-street parking spaces on John Street outside the Epicure Store (39 John Street) to park their small promo van on Friday 26 June 2015. They would set up at 8.30 am and be finished by 4pm. **Attachment 1 and Attachment 2** shows location and proposal.

Persons who visit the van will be given a voucher so they can go and get a coffee 'on Telstra'. Telstra would then pay the coffee shop/s for the number of vouchers they have taken.

We are satisfied with the location from a road safety perspective and it is proposing that the request to suspend these 3 spaces be supported by the Local Traffic Committee.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/19	The Local Traffic Committee recommends that Council approves the suspension of three (3) on-street parking spaces on John Street at 39 John Street Camden on 26 June 2015 from 8.30am 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

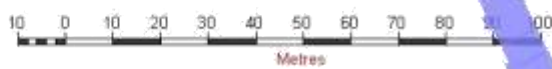
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - John Street-Telstra bus
2. Local Traffic Committee 21 July 2015 -Attachment 2 - John Street-Telstra bus



Scale: 1:1500



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

Camden Council accepts no responsibility for a error or omissions. This map should not be relied upon.

LTC18

Attachment 2





LOCAL TRAFFIC COMMITTEE

LTC19

LTC19

SUBJECT: HIGGINS AVENUE, ELDESLIE - SUBDIVISION SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 15/127845

ELECTRONIC MEETING ITEM; DATE: 8 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of the Elderslie Urban Release Area.

MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with a development of Elderslie in the location highlighted on **Attachment 1**. This relates to Development Application DA204/2014.

The engineering plans No. 9908/SK04 Rev. B and 9908/SK05 Rev. B prepared by J Wyndham Prince provide details of the proposed signage and line marking (**Attachment 2**) incorporating:

- one-way arrangements in Stone Lane, Burford Lane and Cowell Lane with associated signage (R2-2 and R2-4) and No Stopping restrictions (R5-400);
- shared path on the southeastern side of Jackson Crescent and southern side of Liz Kernohan Drive with associated signage (R8-2);
- all traffic left (R2-14 (L)) on Jackson Crescent at the intersection with Liz Kernohan Drive;
- edge lines (E1) and double barrier lines (BB) on Higgins Avenue; and
- Give Way signage and associated line marking (TB, TB1 and BB) on Jackson Crescent at the intersection with Higgins Avenue.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/12	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Higgins Avenue, Elderslie, shown on Engineering Plan No. 9908/SK04 Rev. B and 9908/SK05 Rev. B 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.



LTC19

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

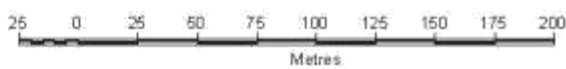
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 16 June 2015 - Attachment 1 - Higgins Avenue
2. Local Traffic Committee 16 June 2015 - Attachment 2 - Higgins Avenue



Scale: 1:3000



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

Camden Council accepts no responsibility for a error or omissions. This map should not be relied upon.

LTC19

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: RICHARDSON ROAD, NARELLAN - PEDESTRIAN / BICYCLE REFUGE

FROM: Manager Infrastructure Planning

TRIM #: 15/133521

ELECTRONIC MEETING ITEM; DATE: 25 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a pedestrian / cycle refuge island on Richardson Road, Narellan.

MAIN REPORT

In 2014 Camden Council adopted the revised Pedestrian Access and Mobility Plan (PAMP) which identified a bicycle crossing facility on Richardson Road, Narellan near Mowatt Street. The bicycle/pedestrian refuge and associated shared paths will form part of the regional cycle route between Camden and Narellan. The proposed facility will enhance safety for cyclist and pedestrians crossing Richardson Road. The existing island on Richardson Road does not meet current standards and will be removed as part of the proposal.

The attached drawings 2015-009 Sheets 1 to 3 and Standard Detail SD111 Rev. A (**Attachments 1 to 4**) provide details of the proposed refuge including the signage and line marking incorporating:

- a bicycle/pedestrian refuge;
- removal of existing islands;
- associated signage (R5-400 and R2-3(L)) and linemarking (hatched splitter); and
- a section of shared path with associated signage (R8-2).

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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/15	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Richardson Road, Narellan, as shown on Drawing No. 2015-009 Sheets 1 to 3, incorporating:</p> <ul style="list-style-type: none"> i. the construction of a bicycle/pedestrian refuge with the associated linemarking and signposting (R2-3(L)); ii. installation of No Stopping (R5-400) restrictions associated with the facility; and iii. construction of a section of shared path and associated signage (R8-2).



This recommendation was supported unanimously by the four voting members.

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

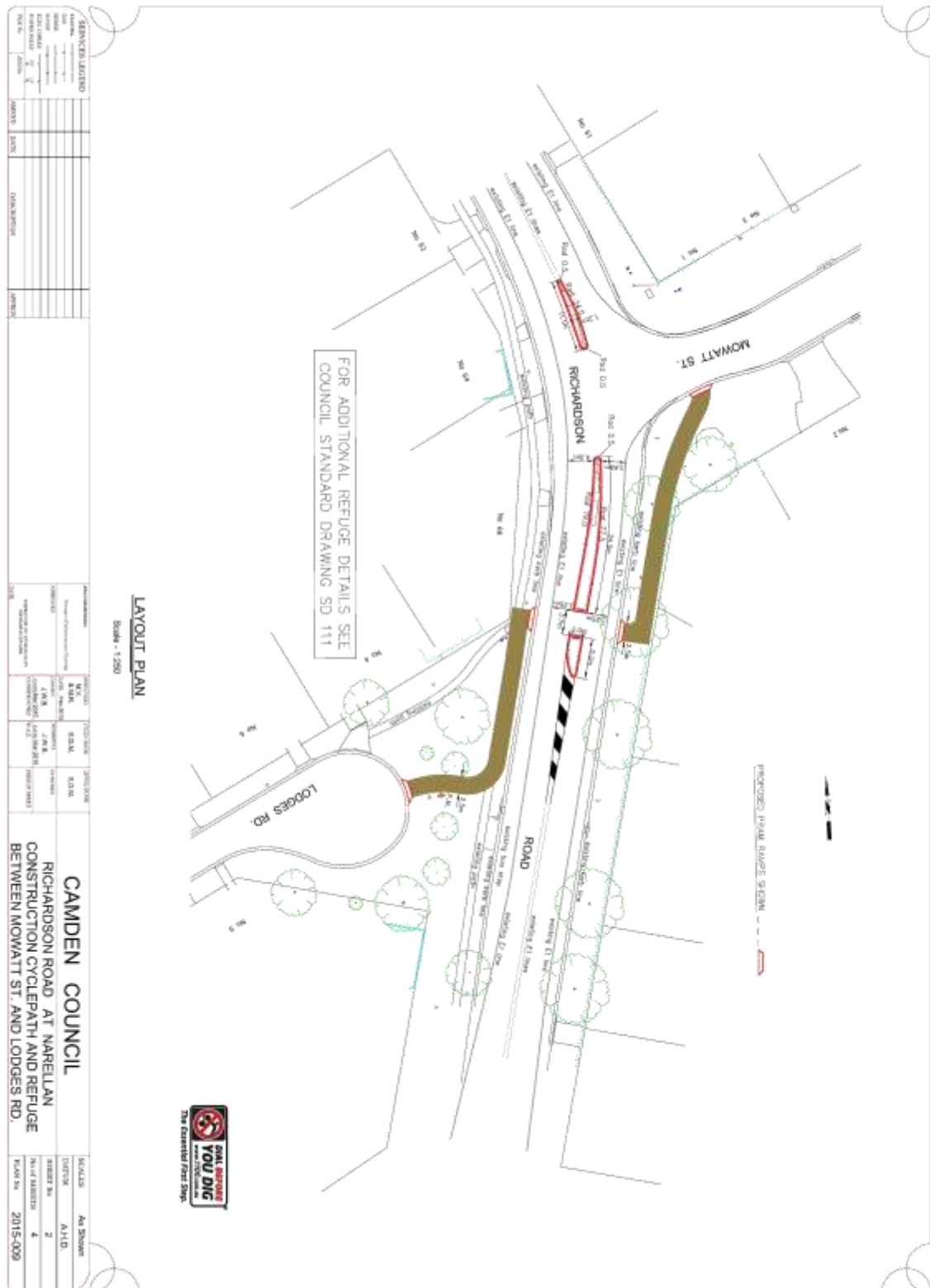
LTC20

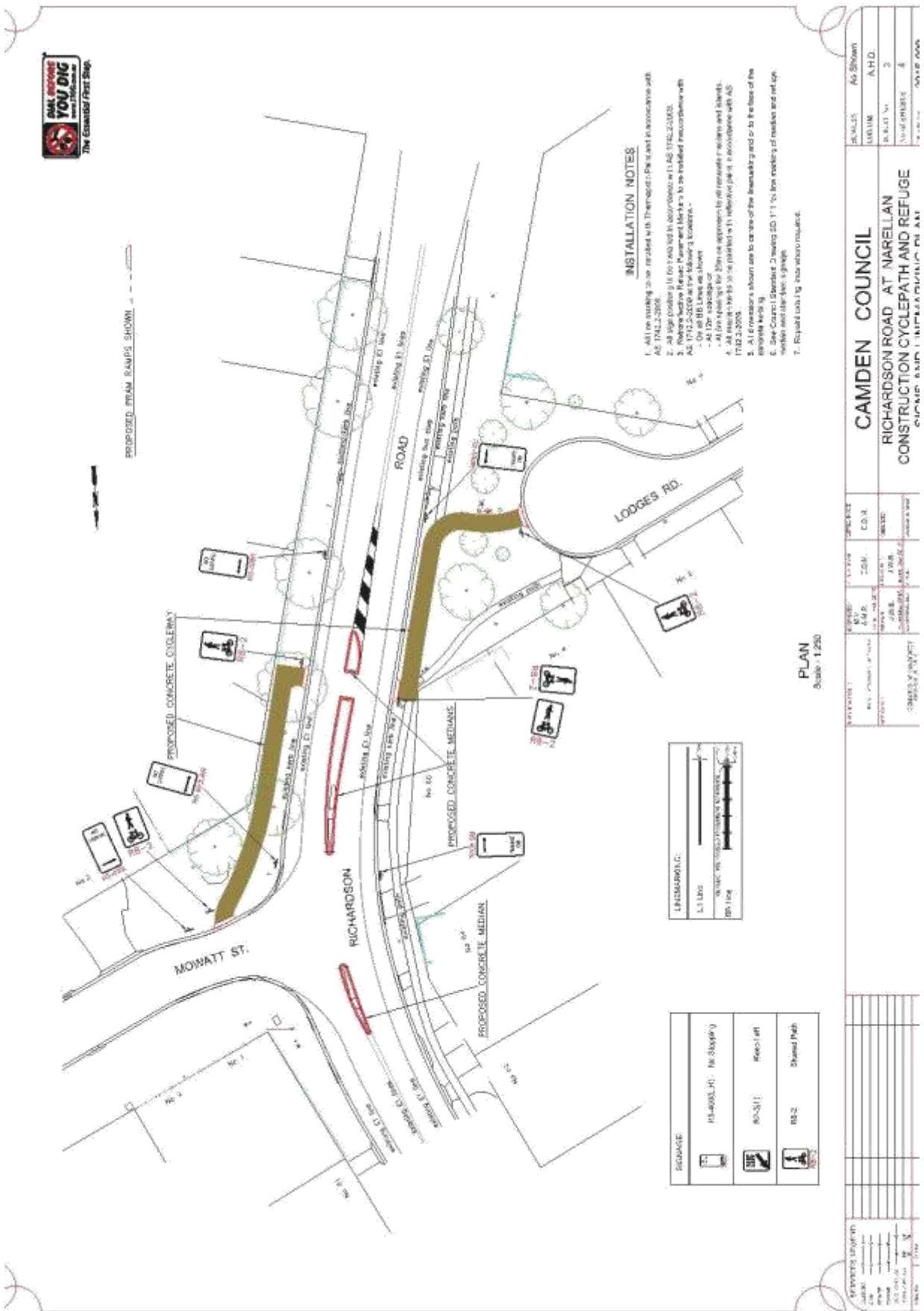
RECOMMENDED

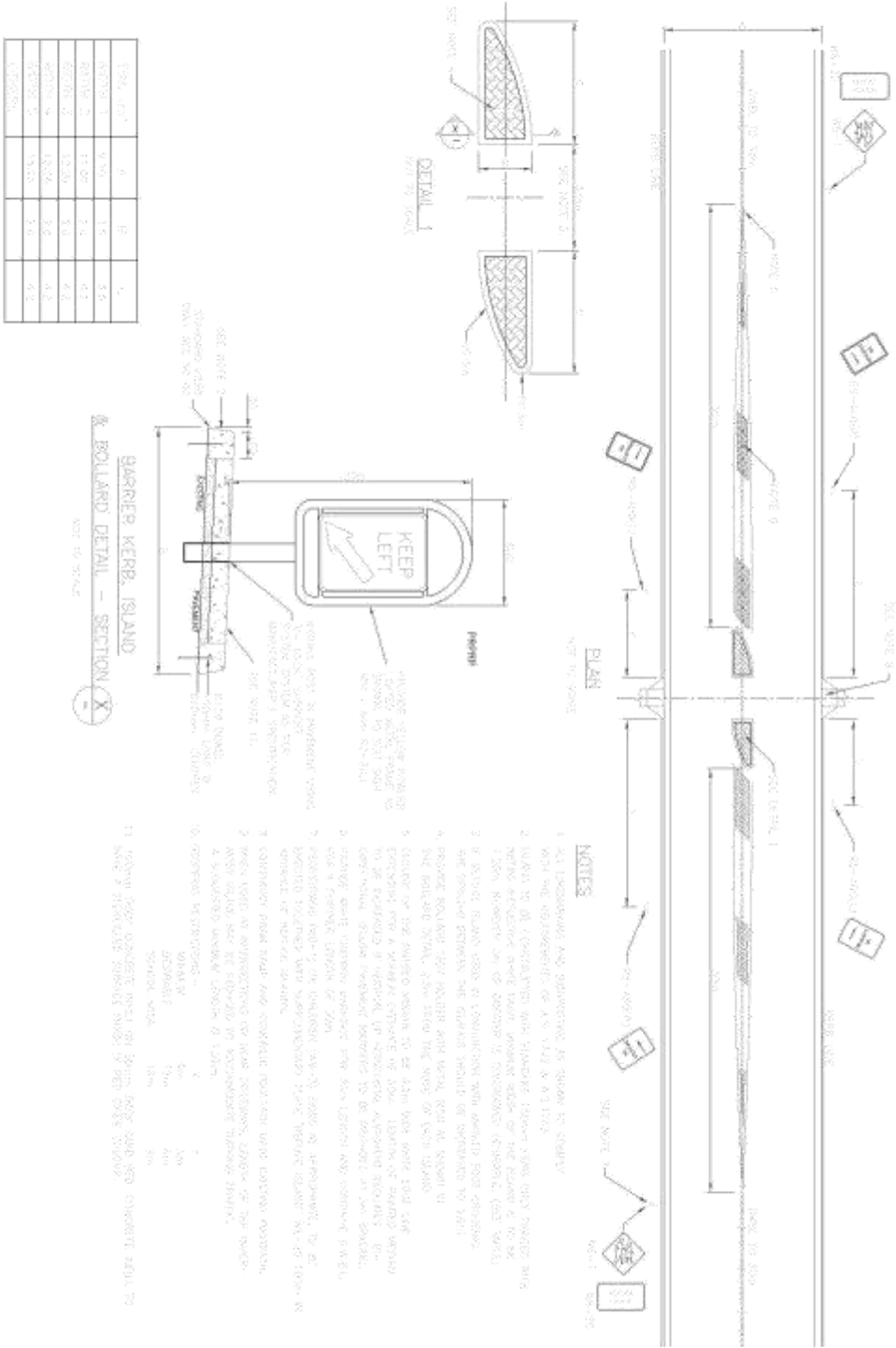
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 16 June 2015 - Attachment 1 - Richardson Road
2. Local Traffic Committee 16 June 2015 - Attachment 2 - Richardson Road
3. Local Traffic Committee 21 July 2015 -Attachment 3 - Richardson Road - Pedestrian Refuge
4. Local Traffic Committee 16 June 2015 - Attachment 4 - Richardson Road







REVISION	DATE	DESCRIPTION	DRAWN	APP.	APPROVED	DATE	DRAWING NO.	REV
A	JULY 2013	FIRST ISSUE DRAFT	J.W.B.	A.V.	P. NUINN	JULY 2013	SD1111	A



TITLE
PEDESTRIAN REFUGE

SCALE
NTS



LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: JOHN STREET, CAMDEN - SMALL BIZ BUS SUSPENSION OF ON-STREET PARKING RESTRICTIONS
FROM: Manager Infrastructure Planning
TRIM #: 15/184654

ELECTRONIC MEETING ITEM; DATE: 6 July 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 on 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 Small Biz 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 Business Enterprise Centre (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 a driver/host.

Council has requested the Small Biz Bus to visit Camden on 3 August, 2015 and Council requests to suspend 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), to park the Small Biz Bus from 8.30am to 3.30pm on Monday 3 August, 2015.

Council is satisfied with the location from a road safety perspective and it is proposing that concurrence be given to suspend three (3) 1P parking bays on the west side of John Street, adjacent to the Epicure store in 39 John Street on 3 August 2015 from 8.30am to 3.30pm.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/21	The Local Traffic Committee recommends that Council approves the suspension of three (3) on-street parking spaces on John Street at 39 John Street Camden on 3 August 2015 from 8.30am to 3.30pm.

This recommendation was supported unanimously by the four voting members.

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



RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 July 2015 -Attachment 1 - John Street-Small Biz Bus
2. Local Traffic Committee 21 July 2015 -Attachment 2 - John Street-Small Biz Bus

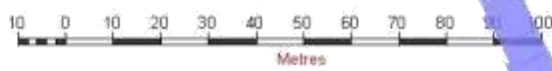
LTC21

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Attachment 1



Scale: 1:1500



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

Camden Council accepts no responsibility for a errors or omissions. This map should not be relied upon.



LTC21

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC22

SUBJECT: JOHN STREET, CAMDEN - TEMPORARY CLOSURE FOR A LARGE FUNERAL
FROM: Manager Infrastructure Planning
TRIM #: 15/133558

ELECTRONIC MEETING ITEM; DATE: 28 May 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for a temporary closure of John Street, Camden between Argyle Street and Mitchell Street northbound and Mitchell Street and Larkin Lane southbound.

MAIN REPORT

It was proposed to close John Street, Camden between Argyle Street and Mitchell Street northbound and Mitchell Street and Larkin Lane southbound. The closure was required for a very large Police funeral on Monday 1 June 2015 between 1.45pm and 4.30pm.

The Traffic Management Plan for the closure of John Street is attached, showing the location of the proposed closure and the proposed detours (**Attachments 1 and 2**) and incorporating:

- Police Officers located at the road closures to allow any vehicles to exit the site which have been parked in John Street, and for emergency access if required;
- Barricades used to close John Street at Argyle Street and Mitchell Street;
- Bus access maintained at all times. Bus companies have been consulted about the changes during the event; and
- Pedestrian access maintained at all times.

All affected businesses were advised of the event.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2015/16	The Local Traffic Committee recommends that Council give concurrence for the traffic management plan associated with the proposed closure of John Street for a funeral on 1 June 2015.

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 16 June 2015 - Attachment 1 - John Street
2. Local Traffic Committee 16 June 2015 - Attachment 2 - John Street

LTC22

Traffic Management Plan for Closure of John Street, Camden

A. Description or detailed plan of proposed measures.

It is proposed to close John Street, Camden between Argyle Street and Mitchell Street northbound and Mitchell Street and Larkin Lane southbound. The closure is required for a very large police funeral on Monday 1 June 2015 between 1.45pm until 4.30pm. A large number of guests are expected and to accommodate the official party, cycle escorts, mounted Police and other dignitaries the road is required to be closed.

As the closure is during the peak school pick up period access is still required to both St Pauls Catholic School and Camden Public School for buses and for parent pick up.

Following the service the funeral procession will continue to Camden cemetery along Cawdor Road under Police escort.

B. Identification and assessment of impact of proposed measures.

John Street will be closed by using barriers at the intersections of Mitchell Street and Larkin Lane. These closures will be manned by Police Officers at all times to allow buses to move through the road closure on the opposite carriageway and allow any vehicles still parked on John Street to exit. The road closures are shown on ATTACHMENT 1.

Pedestrians and buses will still be able to access John Street. The exit from the carpark off Larkin Lane will also remain open to allow vehicles to turn left out of Larkin Lane and onto John Street into the surrounding road network.

C. Measures to ameliorate the impact of re-assigned traffic

The proposed detour for vehicles wishing to travel northbound along John Street will be to continue along Argyle Street and either left onto Elizabeth Street or Edward Street. Those vehicles wishing to travel southbound along John Street will have the option to turn left from Mitchell Street into Elizabeth Avenue or left into Oxley Street and then filter through the road network.

The capacity of the surrounding road network is adequate to accommodate the additional traffic without significant delays to motorists.

The closure of the southbound carriageway of John Street to Larkin Place will still allow vehicles to travel from the carpark off Larkin lane onto John Street and then left onto Argyle Street. This will reduce the congestion in the carpark off Larkin lane.

D. Assessment of public transport services affected.

Bus access will be maintained at all times during the closure as it will be during peak school pick up times. All school pick up will occur as normal at school bus zones and the bus zone located on John Street will still be accessible to both pedestrians and buses to minimise disruption to bus patrons.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Access for emergency vehicles, buses and pedestrians will be maintained throughout the closure.

F. Assessment of effect of proposed measures on traffic movements in adjoining areas

Traffic movements outside of Camden will remain unaffected during the event.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

The proposed road closure will not impact any adjoining Council areas.

H. Public consultation process

The bus companies have all been informed about the closure and advised that access for buses including bus stops will remain available during the event. An email will be forwarded to all Council Staff to advise of the closure as the Camden Office will be affected by the closure.

NSW Police have informed the two schools affected by the event so parents can be informed of the changed traffic conditions during the event.

All affected businesses in John Street will also be informed prior to the event commencing about the changed traffic conditions.

LTC22

Attachment 2

