



Local Traffic Committee Business Paper

Committee Meeting
19 June 2018

Council Office
70 Central Avenue
Oran Park



LOCAL TRAFFIC COMMITTEE
19 June 2018

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 19 June 2018, commencing at 9.30am at Council Office, 70 Central Avenue, Oran Park.

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

Should you require and further information prior to the meeting please contact Council's Traffic Engineer, Mr Sophak Eng on (02) 4645 5026.

Your sincerely

Dick Webb
Acting Director Community Assets

Local Traffic Committee

Background

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

Role of the Committee

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

Committee Delegations

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

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

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

Committee Membership

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

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

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

The role of the four voting members is to:

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

In relation to this:

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

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

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

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

Please note there is no public gallery for these meetings.

LTC Business Paper

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

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

COMMON ABBREVIATIONS

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



LOCAL TRAFFIC COMMITTEE

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Local Traffic Committee Tuesday 19 June 2018

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BUSINESS WITHOUT NOTICE

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 17 JULY
2018**

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Assets, Design & Traffic Services
TRIM #: 18/165307

The Local Traffic Committee report dated 20 March 2018 was presented to the Council meeting on 24 April 2018. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's recommendations dated 20 March 2018 be noted.



LOCAL TRAFFIC COMMITTEE

LTC02

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

FROM: Acting Director Community Assets

TRIM #: 18/182532

Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 20 March 2018 except for Glenrowan Drive linemarking, subject to additional measures being reported to this Committee meeting.

A safe intersection sight distance assessment has been undertaken for the intersection of Gledswood Hills Drive and Raby Road, and vegetation removed to improve visibility. Based on the assessment, Council has made a request to RMS to decrease the limit from 80km/h to 70km/h, which would enable Gledswood Hills Drive to be opened to through traffic.

RECOMMENDED

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

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: WATER GUM ROAD, GREGORY HILLS - NO STOPPING RESTRICTIONS AND GIVE WAY CONTROLS AT THE INTERSECTION WITH DEVLIN DRIVE / LEEUWIN ROAD

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/71030

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions and Give Way controls on Water Gum Road, Gregory Hills at the intersection with Devlin Drive and Leeuwin Road.

BACKGROUND

Concerns have been raised regarding parked vehicles on a curve on Water Gum Road, forcing vehicles to cross onto the wrong side of the road.

MAIN REPORT

Water Gum Road, Leeuwin Road and Devlin Drive are local roads with a default urban speed limit of 50km/h. Water Gum Road and Leeuwin Road are 7 metres wide and Devlin Drive has variable wide, narrowing toward the intersection. The location is shown on **Attachment 1**.

The narrow nature of Water Gum Road has resulted in community concerns when vehicles are parked on both sides of the road. It is proposed to implement 166 metres of No Stopping (R5-400) signage along the southwestern side to maintain traffic flow along the road. This ties in to existing No Stopping signage along the southern side of Water Gum Road, eastwards.

Further, it is also recommended that Give Way signage and double barrier (BB) centrelines be installed on Water Gum Road, Devlin Drive and Leeuwin Road at the intersection. This will provide a clear priority at this modified T-intersection. There are existing TB and TB1 lines at the northern end of Water Gum Road. **Attachment 2** provides details of the proposal.

Community consultation was undertaken with adjacent owners and occupiers and one response was received. The response supported the No Stopping restrictions, recommended a speed hump be installed and also requested that the Give Way treatment be replaced with a Stop treatment. A Stop treatment would not meet the warrants for implementation at this time and is not recommended.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation and linemarking be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an approximate cost of \$1,200.



CONCLUSION

Concerns have been raised regarding parked vehicles on the curves of Water Gum Road and it is proposed to implement linemarking, parking restrictions and formalising priority at the modified T-intersections.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Water Gum Road, Gregory Hills:

- i. Double barrier (BB) linemarking for 10 metres at the western end and on Devlin Drive and Leeuwin Road;**
- ii. Give Way signage (R1-2(A)) at the intersection with Devlin Drive / Leeuwin Road;**
- iii. No Stopping (R5-400) on the southern side of Water Gum Road for 145 metres; and**
- iv. No Stopping (R5-400) on the western side of Devlin Road for 21 metres.**

ATTACHMENTS

1. Site Location - Water Gum Road, Gregory Hills
2. Signage and Linemarking Plan - Water Gum Road, Gregory Hills



	Subject Site	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Map Scale: 1:7000 Projection: GDA94 / MGA zone 56 Date: 8/03/2018 9:38 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>

Created on 22/03/2018 11:31 AM



	<p>Subject Site Water Gum Road, Gregory Hills</p>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Map Scale: 1:927 Projection: GDA94 / MGA zone 56 Date: 22/03/2018 11:31 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>

LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: HILL STREET AND JOHN STREET, CAMDEN - MOTORBIKE PARKING

FROM: Manager Assets, Design & Traffic Services

TRIM #: 17/387647

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for motorbike parking in Hill Street, Camden.

BACKGROUND

As part of an overall strategy for parking within the Camden Town Centre, it is proposed that an additional motorbike parking location be installed at this time.

MAIN REPORT

In Camden Town Centre motorbike parking is provided at the western end of Argyle Street. A former location in John Street was removed to allow for the reconfiguration of the intersection with Argyle Street as part of the Streetscape Improvements in 2015.

Noting that many motorbike users tour the area, Council received several requests to consider additional dedicated parking, noting that motorbikes may be parked in any car parking space.

Discussion was undertaken with representatives from two motorcycle user groups which established two potential new locations in John Street and Hill Street (see **Attachment 1**).

Consultation was then undertaken with affected owners and occupiers. Three responses were received. One business owner in Argyle Street who is also a local resident objected to both locations due to the noise impact on residents; in particular John Street due to the night-time commercial activities. Another resident in John Street objected to the proposal for the same reasons and another resident disagreed with the John Street proposal saying that it should be converted into disabled parking instead.

The nearest residential properties are 40 metres from the John Street location and over 100 metres from the Hill Street location. In view of the strength of feeling from the consultation and the proximity of residential properties, it is proposed to only progress with the Hill Street location at this time. This location will provide the same spaces to the ones previously removed from John Street, in a location close to commercial activity in Argyle Street and Hill street with good protection by the new kerb extension (see **Attachment 2**).



FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed works are estimated to cost \$1,200. It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

CONCLUSION

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

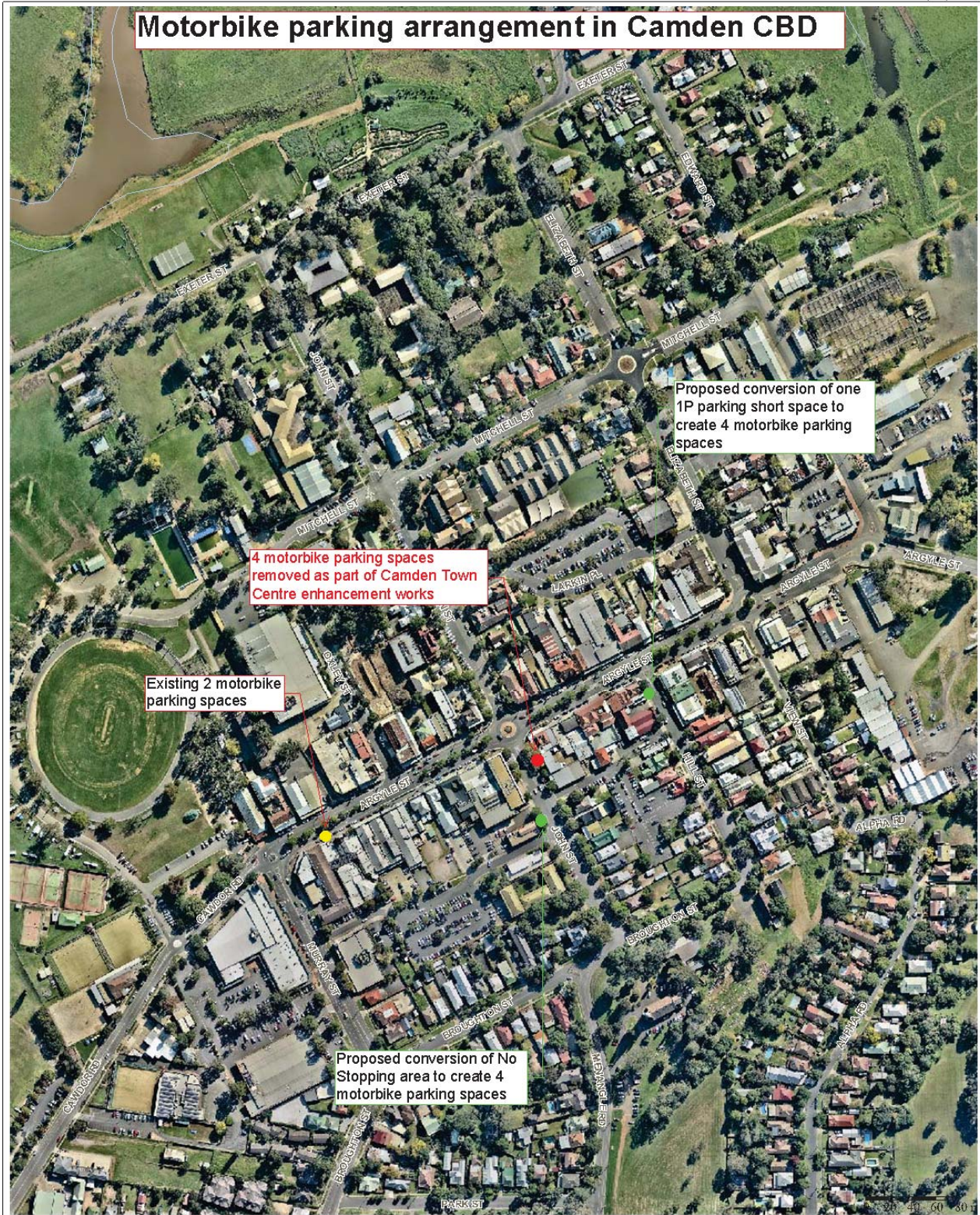
RECOMMENDED


The Local Traffic Committee Recommends that Council approves in Hill Street, Camden, a linemarked and signposted motorbike parking bay 4.5 metres long and 2 metres wide on the western side, south of the intersection with Argyle Street.

ATTACHMENTS

1. Attachment 1 - Hill Street motorbike parking
2. Attachment 2 - Hill Street motorbike parking

Created on 3/08/2017






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Project: CDW 4.1 NCA LRA 056
 Date: 28/07/17
 Drawn By: Sarah Dy



Map Scale: 1:3000 at A4

LTC04
Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC05

**SUBJECT: VILLAGE CIRCUIT, GREGORY HILLS AND RICHARDSON ROAD,
SPRING FARM - MAIL ZONES**

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/127302

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Mail Zone in Village Circuit, Gregory Hills and Richardson Road, Spring Farm.

BACKGROUND

Australia Post have advised Council of their plans to install new post boxes at two locations and has requested that Mail Zones be provided to support access to these boxes.

MAIN REPORT

The proposed Mail Zone in Village Circuit, Gregory Hills is located on the eastern side of the road near the Gregory Hills Land Sales Information Centre. There are currently No Stopping restrictions at the location. The proposed Mail Zone measures 6 metres in length. The operator of the Land Sales site was consulted and the proposal was supported.

The proposed Mail Zone on Richardson Road, Spring Farm is located on the eastern side of the road near the Spring Farm neighbourhood shopping centre. The location is currently a bus zone and it is proposed to shorten the bus zone to accommodate a 6 metre Mail Zone. The bus zone will still be sufficient to accommodate a bus as it measures approximately 30 metres in length. Busabout was consulted and no objection was received.

To facilitate access by postal vehicles, 6 metre long Mail Zone restrictions (R5-26 signage) are proposed in the vicinity of the proposed post boxes as depicted in **Attachment 1** and **Attachment 2**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$300 per site totalling \$600 for both sites. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

CONCLUSION

To manage access to new post boxes in Gregory Hills and Spring Farm it is recommended that the Committee supports the proposed Mail Zone locations.



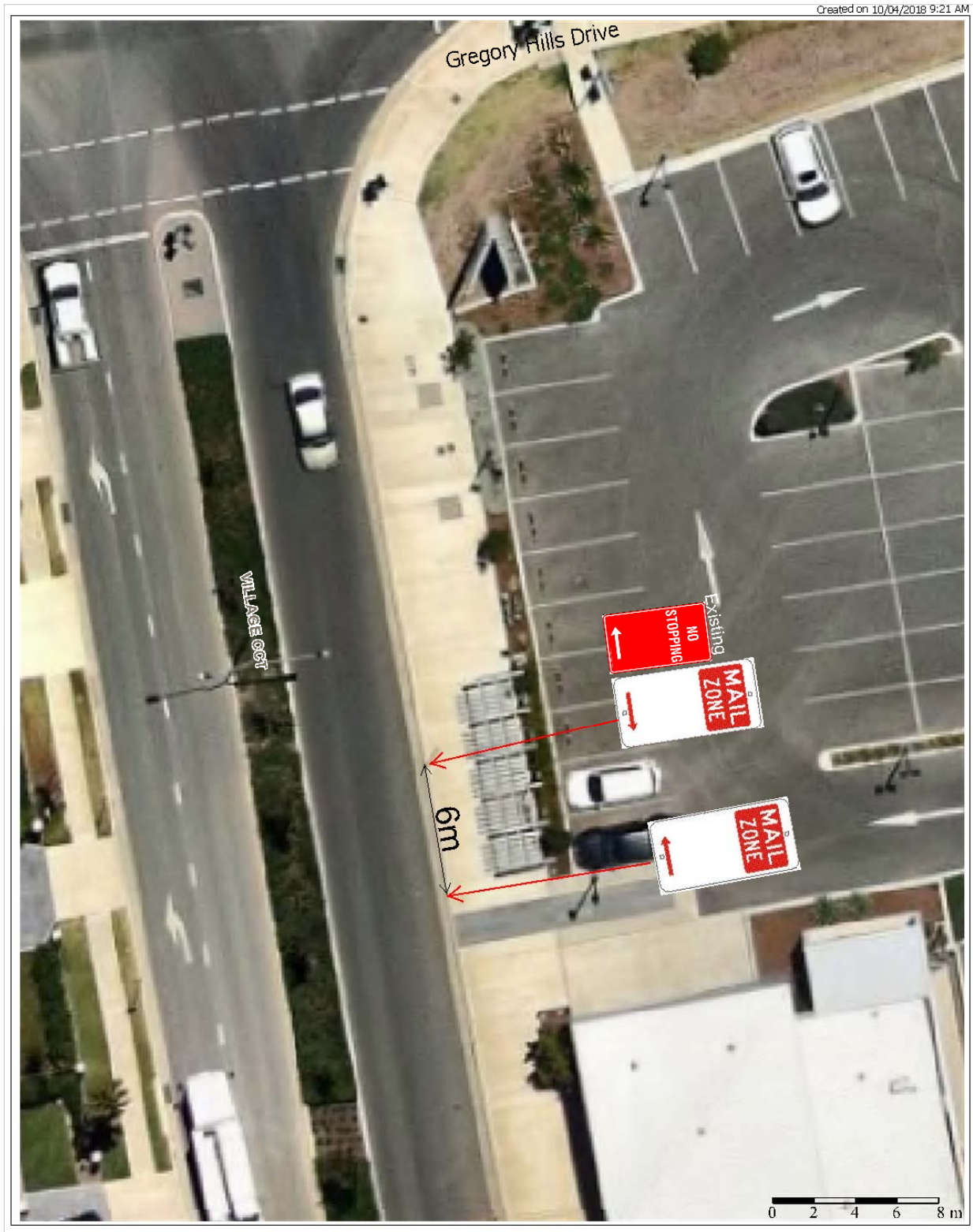
RECOMMENDED

That the Local Traffic Committee recommends that Council approves Mail Zones (R5-26 signage), 6 metres in length on:

- i. the eastern side of Village Circuit, Gregory Hills near the Gregory Hills Land Sales Information Centre; and**
- ii. the eastern side of Richardson Road, Spring Farm near the Spring Farm neighbourhood shopping centre.**

ATTACHMENTS

- 1. Attachment 1**
- 2. Attachment 2**



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Subject Site

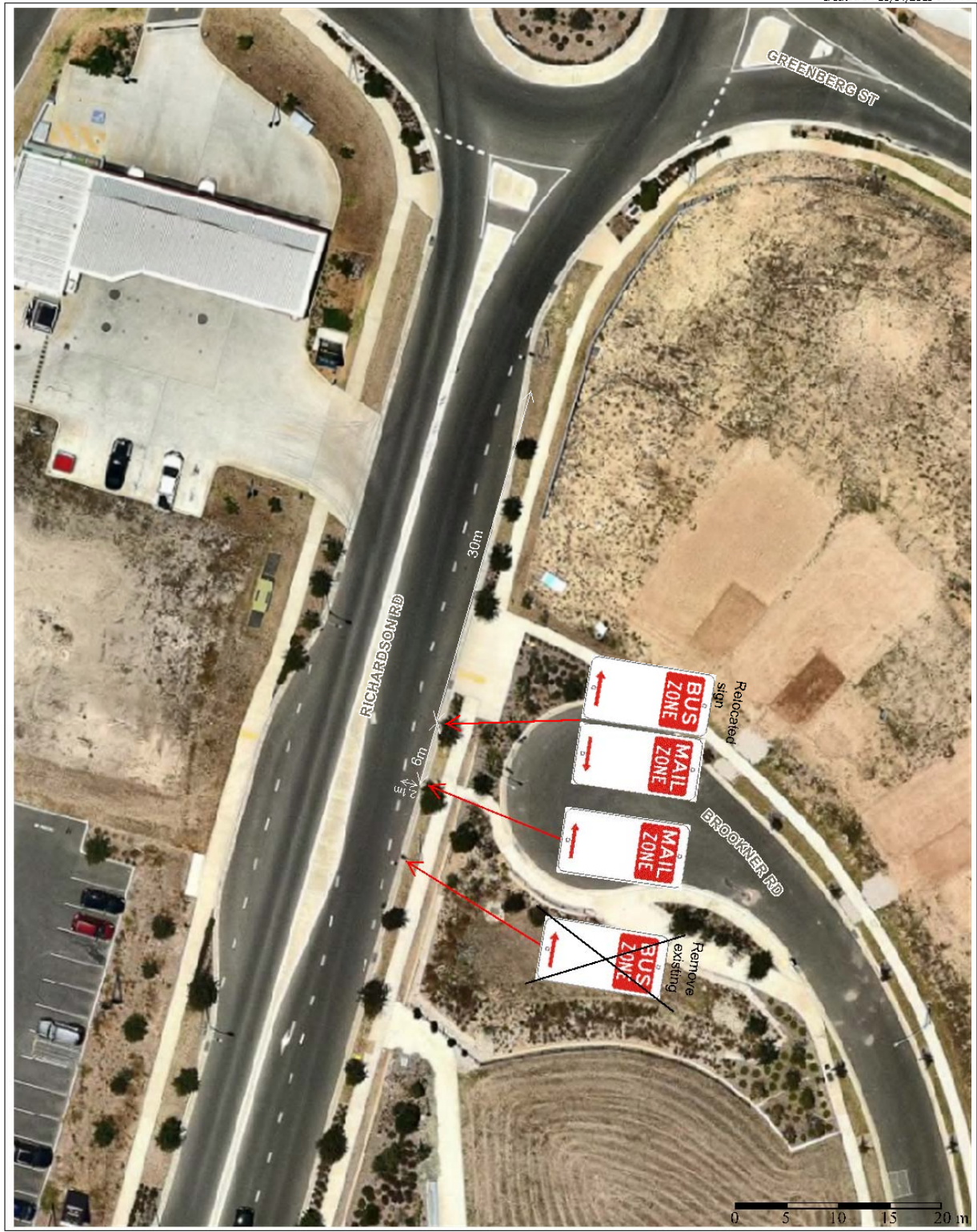
Village Circuit, Gregory Hills

Map Scale: 1:244
 Projection: GDA94 / MGA zone 56
 Date: 10/04/2018 9:21 AM



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	<p>Subject Site Richardson Road, Spring Farm</p>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Map Scale: 1:501 Projection: GDA94 / MGA zone 56 Date: 10/04/2018 9:47 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>

LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: PIONEER STREET / DISCOVERY CIRCUIT, GREGORY HILLS -
CENTRELINES AND GIVE WAY TREATMENT**

FROM: Acting Director Community Assets

TRIM #: 18/150339

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centreline marking and give way treatment at the intersection of Pioneer Street with Discovery Circuit, Gregory Hills.

BACKGROUND

Community concerns have been raised regarding motorists not giving way at the intersection when departing Pioneer Street, and motorists not keeping left at the sharp bend whilst traveling along Discovery Circuit.

MAIN REPORT

Pioneer Circuit is a 7-metre-wide local road that links Discovery Circuit in Gregory Hills and Turner Road in Smeaton Grange. There is unrestricted parking, no line marking and a default urban speed limit of 50km/h. The subdivision and intersection were constructed in 2012 but the link to Turner Road only opened in late 2017.

The modified T-intersection configuration is assessed to be a factor in vehicles not giving way on Pioneer street and vehicles not keeping left along Discovery Circuit. It is therefore proposed to install a Give Way treatment at the intersection on Pioneer Street with 10 metres of double barrier (BB) lines on the approaches along Pioneer Street and Discovery Circuit. Due to the road widths of both Pioneer Street and Discovery Circuit, the BB lines will restrict adjacent kerbside parking.

A consultation was undertaken with adjacent owners and occupants regarding the give way and double line installation. Five responses were received, all in favour of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

CONCLUSION

Concerns have been raised regarding driver behaviour at the intersection of Pioneer Street with Discovery Circuit and it is recommended that the Committee supports the installation of the Give Way treatment and double barrier centrelines to help address the issues.



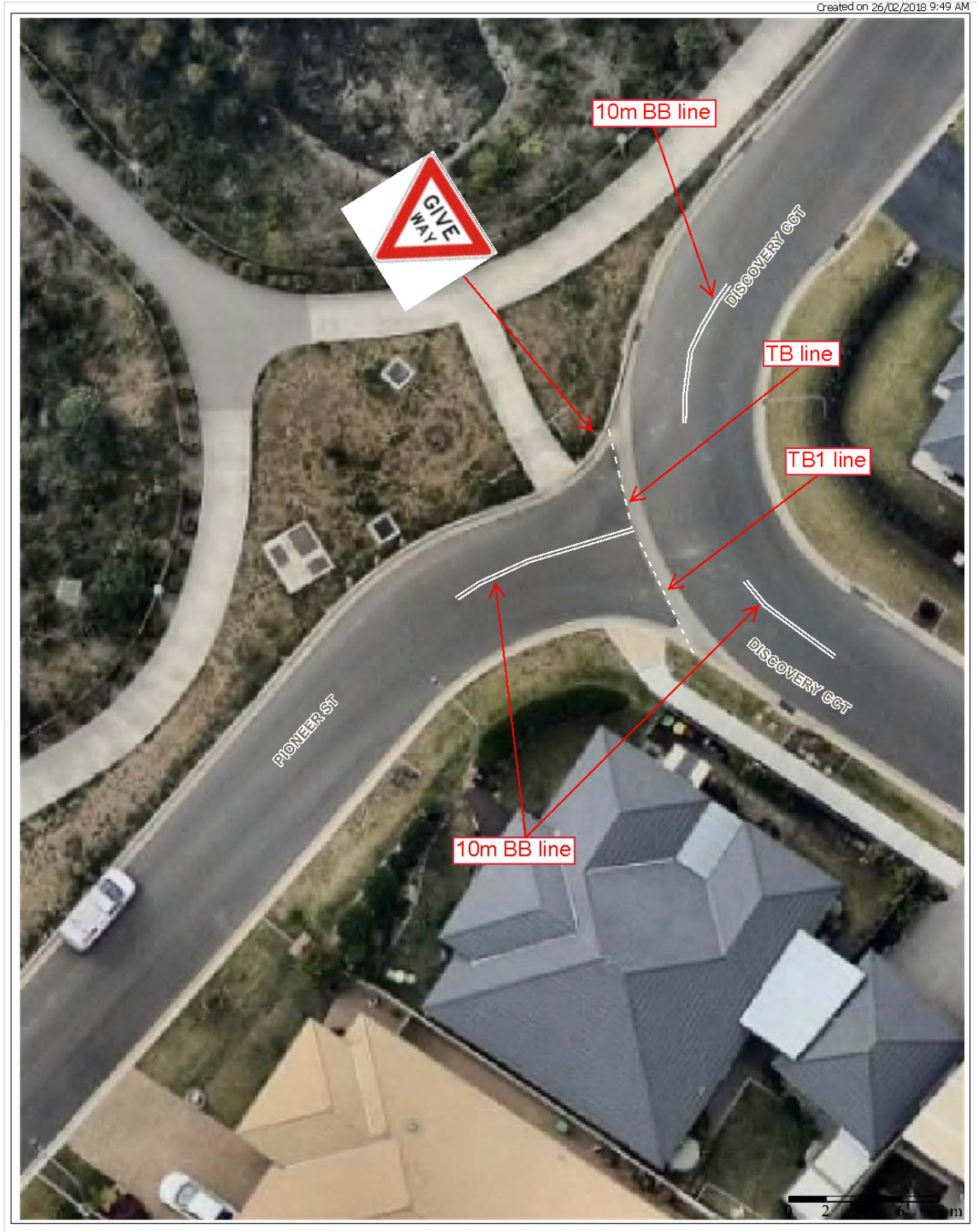
RECOMMENDED

The Local Traffic Committee recommends that Council approves at the intersection of Pioneer Street with Discovery Circuit, Gregory Hills:

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

ATTACHMENTS

1. Pioneer Street / Discovery Circuit



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Subject Site
 Pioneer Street, Gregory Hills

Map Scale: 1:269
 Projection: GDA94 / MGA zone 56
 Date: 26/02/2018 9:49 AM



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LOCAL TRAFFIC COMMITTEE

LTC07

**SUBJECT: GLENROWAN DRIVE, HARRINGTON PARK - YELLOW EDGELINE
AND EXTENSION OF CENTRELINES**

FROM: Acting Director Community Assets

TRIM #: 18/159885

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the extension of the double centrelines and installation of yellow edgelines along Glenrowan Drive, Harrington Park between Harrington Parkway and Mare Court.

BACKGROUND

Concerns have been raised regarding vehicles parking close to the intersection of Mare Court and kerbside adjacent to existing double barrier lines.

MAIN REPORT

Glenrowan Drive is an 8-metre-wide primary access road in Harrington Park that runs between Harrington Parkway and Hillside Drive. It has a default speed limit of 50km/h.

The Local Traffic Committee has recently supported implementing yellow edgelines within Glenrowan Drive to reinforce No Stopping restrictions adjacent to sections of double barrier line where parking is not permitted by the Road Rules due to the lane width.

Further community concern has been raised regarding vehicles parking close to the intersection of Mare Court causing confusion to motorists having to give way to vehicles traveling in the opposite direction. It has also been reported that vehicles are being parked along the kerb adjacent to the existing double barrier (BB) lines requiring motorists to travel over the lines to pass the parked vehicles.

Community consultation was undertaken and four responses were received. Three were in support, while the other believed it was a waste of money and would prefer money be spent on measures such as speed cushions. One responded wanted the restrictions extended further westward beyond the intersection with Mare Court. This would reduce on-street parking supply and is not considered warranted at this time. However, Council would continue to monitor the situation.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an approximate cost of \$600. Previously approved works will be undertaken at the same time.

CONCLUSION

Concerns have been raised regarding delineation and vehicles illegally parking adjacent double barrier lines, and it is proposed to extend the existing centrelines and implement yellow edgelines to help address this.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Glenrowan Drive, Harrington Park:

- i. extension of the double barrier (BB) centreline at the eastern end, 20 metres eastwards toward Mare Court; and**
- ii. yellow edgeline marking along this section of road to reinforce No Stopping restrictions.**

ATTACHMENTS

1. Plan

Created on 20/04/2018 10:25 AM



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Subject Site
 Glenrowan Drive, Harrington Park

Map Scale: 1:346
 Projection: GDA94 / MGA zone 56
 Date: 20/04/2018 10:25 AM



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LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: SOUTH CIRCUIT, ORAN PARK - PARKING RESTRICTIONS IN THE VICINITY OF ORAN PARK PUBLIC SCHOOL

FROM: Acting Director Community Assets

TRIM #: 18/165540

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for parking restrictions along Kenway Street, Milton Circuit and South Circuit, Oran Park, near Oran Park Public School.

BACKGROUND

Concerns have been raised regarding vehicles parking in a manner which compromises safety and traffic flow along the bends of Kenway Street and Milton Circuit, particularly during school pick up and drop off periods. There has also been concerns raised about the overall lack of available parking near Oran Park Public School.

MAIN REPORT

Kenway Street and Milton Circuit are local streets with variable widths. Both streets have 90-degree bends. The road width of both streets is 8 metres at the bends where kerb extensions have been installed to discourage parking. There have been concerns raised regarding motorists parking along the sharp bends compromising traffic flow and sight lines for motorists.

It is proposed to implement 26 metres of No Stopping (R5-400) restrictions along three of the bends on the western sides of Kenway Street and Milton Circuit.

Concern has also been raised regarding the lack of available parking close to the entrance of Oran Park Public School, particularly along South Circuit. South Circuit is a 12-metre-wide collector road with unrestricted shoulder lane parking on the western side. The unrestricted parking is generally occupied by vehicles parked throughout the school day, compromising parking availability. To address this matter, it is proposed to implement 105 metres of 2-hour (9am - 5:30pm Mon-Fri) (R5-2) parking restrictions.

These measures have been developed in consultation with Oran Park Public School. Further consultation has been undertaken with affected owners and occupiers. One response has been received in support.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$3,300. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.



CONCLUSION

Concerns have been raised regarding road safety and a lack of parking availability along Kenway Street, Milton Circuit and South Circuit, Oran Park. It is recommended that the Committee supports the proposed parking restrictions.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in the vicinity of South Circuit, Oran Park and Oran Park Public School:

- i. Two-hour (2P) parking restrictions (9am-5:30pm Mon- Fri) (R5-2 signage) for 105 metres on the western side of South Circuit;**
- ii. No Stopping restrictions (R5-400 signage) for 26 metres on the western side of Kenway Street on the southern bend; and**
- iii. No Stopping restrictions (R5-400 signage) for 26 metres on the western side of Milton Circuit on the northern and southern bends.**

ATTACHMENTS

1. Plan

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Subject Site

Oran Park Public School

Map Scale: 1:1785
 Projection: GDA94 / MGA zone 56
 Date: 20/02/2018 10:55 AM



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LOCAL TRAFFIC COMMITTEE

LTC09

SUBJECT: RICKARD ROAD LEPPINGTON - PARKING RESTRICTIONS
FROM: Manager Assets, Design & Traffic Services
TRIM #: 18/165704

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for implementing parking restrictions along Rickard Road in the vicinity of Leppington Public School.

BACKGROUND

Concern has been raised regarding the lack of parking available in the vicinity of Leppington Public School as commuters generally park and walk to Leppington train station.

MAIN REPORT

Rickard Road is a two-lane rural collector road with lane widths of 3 metres and unsealed shoulders. Leppington Station is approximately 500 metres away which has resulted in significant increases in traffic past the school as well as some commuters parking in the vicinity of the school. These issues have increased parking stress at school drop-off and pick-up times. It should be noted that Local Traffic Committee, at its March 2018, meeting supported the implementation of two-hour (8:30am-6:30pm School Days) (R5-2) signage along the school frontage on the eastern side of Rickard Road.

To further alleviate parking concerns, it is proposed to duplicate the timed restrictions on the western side of Rickard Road, opposite the school and provide 96 metres of two-hour (8:30am-6:30pm School Days) (R5-2) signage.

Further, due to the location of the proposed timed parking restrictions being just after the bend along Rickard Road it is proposed to provide 40 metres No Stopping (R5-400) signage to provide suitable sightlines for pedestrians when crossing the road.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$1,900. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

CONCLUSION

Concern has been raised regarding a lack of parking availability along Rickard Road, Leppington. It is recommended that the Committee supports the implementation of the parking restrictions.

RECOMMENDED

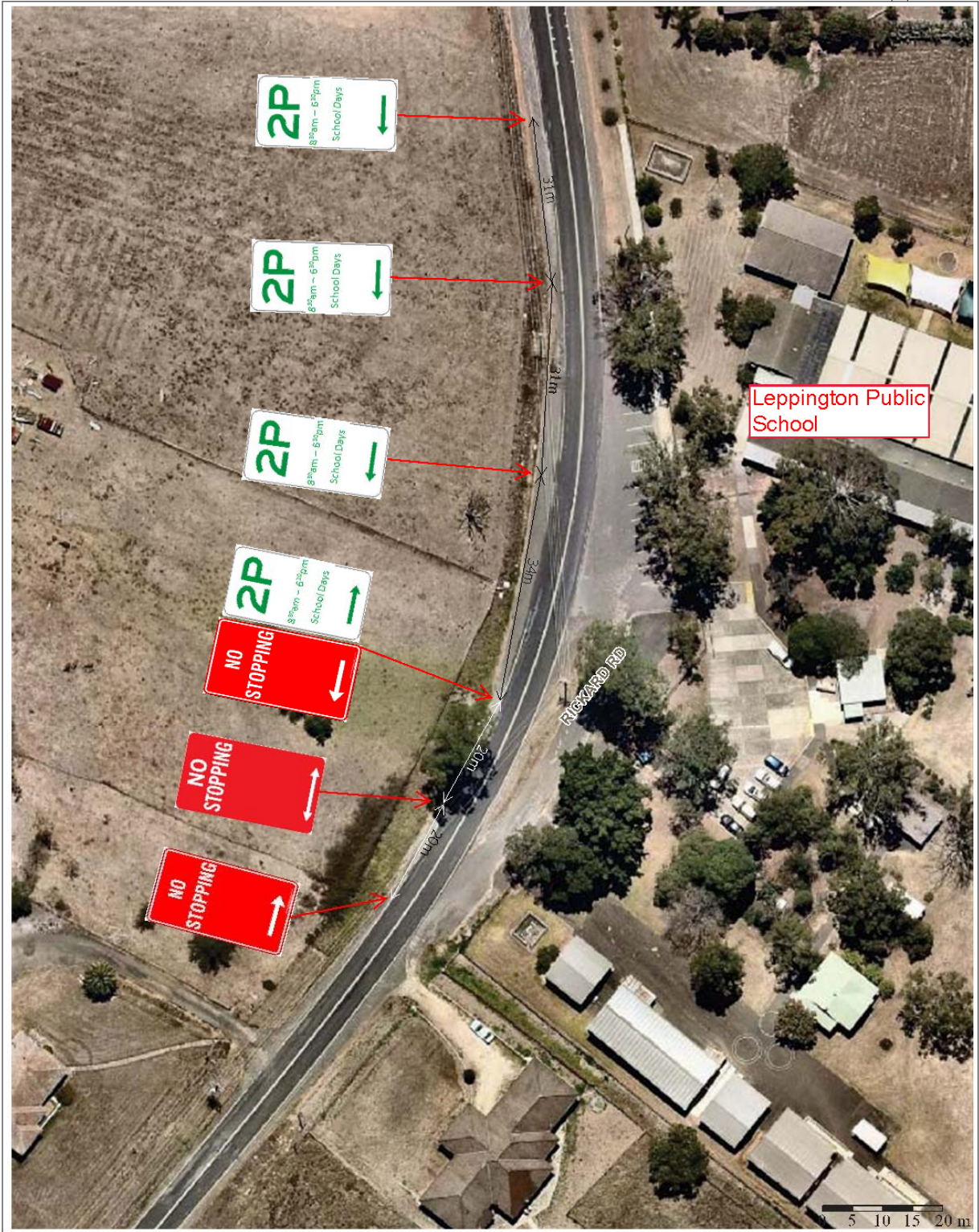
The Local Traffic Committee recommends that Council approves on the western side of Rickard Road, Leppington, opposite Leppington Public School:

- i. **Two Hour (2P) parking restrictions (8:30am-6:30pm School Days) (R5-2 signage) for 96 metres; and**
- ii. **No Stopping restrictions (R5-400 signage) for 40 metres.**

ATTACHMENTS

1. Plan - Rickard Road

Created on 29/05/2018 3:22 PM



	<p>Subject Site Rickard Road, Leppington</p>	
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LOCAL TRAFFIC COMMITTEE

LTC10

SUBJECT: WILTON STREET, NARELLAN - CENTRELINES
FROM: Acting Director Community Assets
TRIM #: 18/167438

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines on Wilton Street, Narellan.

BACKGROUND

Concerns have been raised regarding motorists parking on a curve in Wilton Street, Narellan, creating road safety concerns for residents.

MAIN REPORT

Wilton Street is a local access road and it is 7.2 metres wide. Parking is unrestricted on both sides.

Observations indicate that due to the narrowness of Wilton Street and the sharp curve at the northern end, double barrier lines 30 metres in length are warranted to assist in managing traffic and ensure lines of sight are maintained (see **Attachment 1**). The double barrier lines will also legally restrict parking along the adjacent kerb line due to the width of the roadway.

Owners and occupiers adjacent to the proposal have been consulted. Two responses have been received and summary of comments are provided below.

One respondent noted that he would prefer No Stopping restrictions on either side of the road to deter parking. He noted that if Council persists with the linemarking that this should be shortened.

The other respondent noted that the proposal will remove their on-street parking and as a rate payer there should not be unnecessary inconvenience to them and their visitors.

Council Comments

- ***Stopping signage vs double barrier lines***

Under the NSW road rules, motorists are not permitted to park within 3 metres from the double barrier lines. This rule can be enforced by the Council Rangers or the NSW Police.

Subject to the above, No Stopping signage is not considered necessary and would not assist in encouraging vehicles to keep left.

Following comments from the affected resident, the proposed double barrier lines has been shortened from 40 metres to 30 metres.



- ***Loss of on street parking***

Due to the narrowness of Wilton Close and the location being on a curve, vehicles are forced to traverse onto the wrong side of the road if there is a parked vehicle or trailer at this location. This would increase the risk of a head-on collision.

The proposal will ensure that the curve is kept clear at all time.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

CONCLUSION

Concerns have been raised regarding motorists parking vehicles on a curve, creating road safety concerns, and it is recommended that the Committee supports double barrier lines to address this issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Wilton Street, Narellan, 30 metres of double barrier (BB) centrelines on the curve at the northern end.



ATTACHMENTS

1. Attachment 1- Wilton Street - double barrier lines

Created on 12/12/2017 8:49 AM



Proposed 30metres of Double Barrier lines

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LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: OLIVE HILL DRIVE, COBBITTY - CENTRELINES
FROM: Acting Director Community Assets
TRIM #: 18/167665

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centreline marking on Olive Hill Drive, Cobbitty.

BACKGROUND

Community concerns have been raised regarding motorists speeding along Olive Hill Drive.

MAIN REPORT

Olive Hill Drive is a collector road in the Cobbitty precinct that varies between 10 and 11 metres wide and it has a default urban speed limit of 50km/h. There is an existing double barrier centreline along Olive Hill Drive for 300 metres north of the intersection with Charles McIntosh Parkway. The road continues for a further 800 metres to a dead-end, pending further development to the north.

To help address concerns and to be consistent with the existing section, it is proposed to install double barrier lines (BB) centreline marking all along Olive Hill Drive (see **Attachment 1**) to provide improved road delineation for motorists. The proposal will not impact on-street parking.

Public consultation was undertaken proposing the line marking and one response was received in support of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an estimated cost of \$3,000.

CONCLUSION

Concerns have been raised about motorists speeding in Olive Hill Drive, and it is recommended that the Committee supports additional road markings to help address the issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves double barrier (BB) centrelines along the length of Olive Hill Drive, Cobbitty.

ATTACHMENTS

1. Attachment 1 - Olive Hill Drive - double barrier line

Created on 16/04/2018



	<h2>PROPOSED DOUBLE BARRIER LINES - OLIVE HILL DRIVE</h2>	
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LOCAL TRAFFIC COMMITTEE

LTC12

SUBJECT: DOWNES CRESCENT, CURRANS HILL - TRAFFIC ISLAND MODIFICATION

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/167742

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the modification of an existing refuge island on Downes Crescent, Currans Hill.

BACKGROUND

Council has been contacted by a resident raising concern about the existing median island outside their property, as it is making it difficult when exiting their driveway.

MAIN REPORT

Downes Crescent is a 7.6-metre-wide local access road in Currans Hills. A pedestrian refuge was constructed as part of the subdivision outside number 36 that is not in line with current standards. It is not possible to redesign the island to current standards due to the narrowness of the road and the location of driveways and stormwater pits.

It is therefore proposed to remove the existing facility and replace with a median island 3 metres long and 1.2 metres wide. This will continue to give a traffic calming benefit whilst facilitating access to residences (see **Attachment 1**).

Owners and occupiers adjacent to the proposal have been consulted. One response was received in support of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2018/19 financial year at an approximate cost of \$3,000.

CONCLUSION

Concern has been raised regarding access due to the presence of the existing non-standard pedestrian refuge island and it is recommended the facility is replaced with a median island.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Downes Crescent, Currans Hill, the removal of a pedestrian refuge island adjacent to No. 36 and replaced with a median island 3 metres long and 1.2 metres wide.

ATTACHMENTS

1. Attachment 1 - Downes Crescent - Island modification

Created on: 12/12/2017



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Projection: GDA84 / MGA zone 56

Date: 12/12/2017

Map Scale: 1:300 at A3

Drawn By: Sophak Eng

Attachment 1

LTC12



LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: CARDEN STREET, ORAN PARK - CENTRELINES AT INTERSECTION WITH EVANS STREET

FROM: Acting Director Community Assets

TRIM #: 18/167847

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines on Carden Street at the intersection with Evans Street, Oran Park.

BACKGROUND

Concerns have been raised regarding motorists not keeping to the left when approaching the intersection at Carden Street and Evans Street.

MAIN REPORT

Carden Street and Evans Street are both local road with a default speed of 50km/h. The intersection of Carden Street and Evans Street is located on a curve and it has been designed as a slow point by narrowing down the road widths at this location.

Observations indicate that vehicles are often not keeping left, travelling in the middle of the road at this location. This creates a road safety concern as it could cause a head-on collision with vehicles travelling in the opposite direction.

To address this issue, it is recommended that double barrier lines be installed on Carden Street on approaches to the intersection as shown in **Attachment 1**.

Adjacent owners and occupiers were consulted on the proposal. One response was received by telephone supporting the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

CONCLUSION

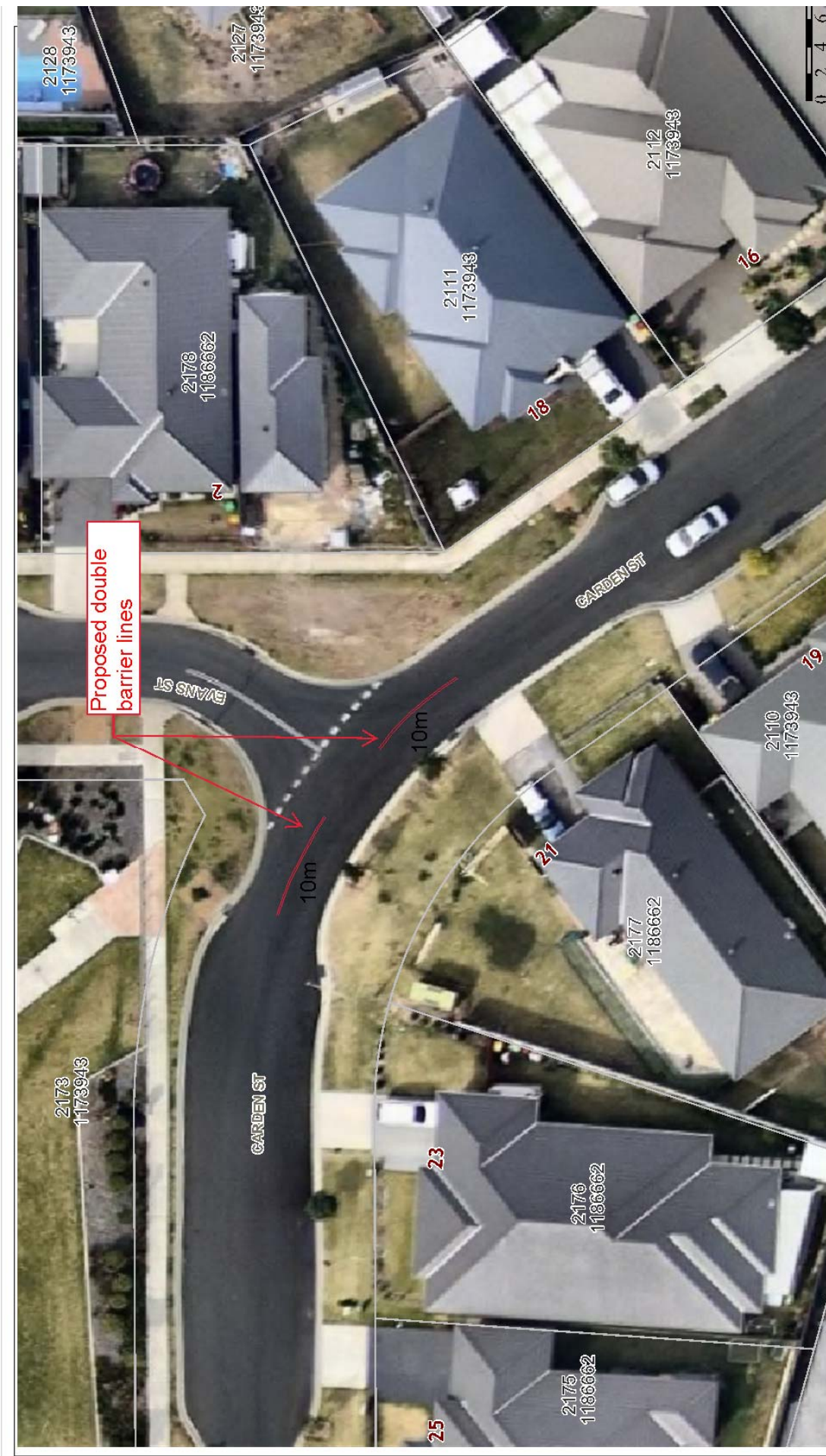
Following a concern raised about the intersection of Carden Street and Evans Street, it is recommended that double barrier lines be installed at this location.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, on Carden Street, Oran Park, 10 metres of double barrier (BB) centrelines on both approaches to the intersection with Evans Street.

ATTACHMENTS

1. Attachment 1 - Carden Street / Evans Street intersection - double barrier lines



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Scale: 1:375

Bar Scale

Printed Date: 17/01/2018

Carden Street & Evans Street - Proposed double barrier lines






LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: ORAN PARK DRIVE, ORAN PARK - BUS ZONE NEAR FORESTGROVE DRIVE

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/167945

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for a Bus Zone and bus stop on Oran Park Drive, Oran Park.

BACKGROUND

A request has been received by a resident for a bus stop on the southern side of Oran Park Drive near the intersection with Forestgrove Drive.

MAIN REPORT

Currently there is a bus zone and stop on the northern side of Oran Park Drive east of the intersection with Forestgrove Drive. This stop caters for services to Narellan, Leppington and Minto. There is no bus stop on the southern side of Oran Park Drive which currently has No Stopping restrictions along its length.

It is recommended that a new Bus Zone (R5-20 signage) be installed on the southern side west of the intersection with Forestgrove Drive (see **Attachment 1**).

As a courtesy, owners and occupiers in Cameron Circuit were invited to provide feedback on the proposal and no responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed works are estimated to cost \$400. It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

CONCLUSION

A new bus zone is recommended to be installed on the southern side of Oran Park Drive just west of Forestgrove Drive intersection.

RECOMMENDED

The Local Traffic Committee recommends that Council approves on the southern side of Oran Park Drive, Oran Park, 30 metres of Bus Zone (R5-20 signage) west of the intersection with Forestgrove Drive.

ATTACHMENTS

1. Attachment 1- Oran Park Drive - Bus Zone

Created on: 21/03/2018 9:31 AM



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LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: HIGGINS AVENUE, ELDERSLIE - CENTRELINES, EDGELINES AND INTERSECTION CONTROLS

FROM: Acting Director Community Assets

TRIM #: 18/168601

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines, edgeline and replacement of Give Way controls to STOP controls on Irvine Street, Elderslie at the intersection with Higgins Avenue.

BACKGROUND

Concerns have been raised about vehicle conflict and speeds at the intersection of Higgins Avenue and Irvine Street to address. A number of recommendations are made to address this.

MAIN REPORT

Higgins Avenue is a 13-metre-wide collector road in Elderslie, narrowing to 9.5 metres and then 7 metres south of Thornton Road. It has existing double barrier centrelines and edgelines north of Irvine Street to Liz Kernohan Drive. Irvine Street is a local access road and is 8 metres wide at the cross-road intersection with Higgins Avenue which currently has Give Way controls. The location is shown on **Attachment 1**.

Observations indicate that intersection sightlines are limited due to topography of the site as shown in the photos below:



Photo 1: Irvine Street – Westbound looking left and right before merging on to Higgins Avenue



Photo 2: Irvine Street – Eastbound looking left and right before merging on to Higgins Avenue

A review of crash data indicates that there has been one injury crash, noting that this data does not include near misses or tow-away crashes.

To address concerns it is recommended that the existing Give Way controls at Irvine Street / Higgins Avenue intersection be replaced with Stop controls. This is to ensure drivers stop completely before turning into or crossing Higgins Avenue. It is also recommended that double barrier centrelines and edgelines be installed on a remaining section of Higgins Avenue between Irvine Street and Folkes Street, to encourage a slower speed environment on Higgins Avenue and be consistent with the northern part of Higgins Avenue.

In addition, it is also recommended that double barrier centrelines be installed on Thornton Road at the intersection with Higgins Avenue to provide additional traffic control for motorists. **Attachment 2** provides details of the proposals.

Community consultation was undertaken with adjacent owners and occupiers and one response was received. The respondent noted that replacing the Give Way sign with a Stop sign will be ineffective given that motorists do not pay attention to the existing control. They did not consider that linemarking would slow traffic or decrease the number of incidents at the intersection. They noted that their initial correspondence proposed that a roundabout be installed and asked why this is not an option at the Higgins Avenue / Irvine Street intersection.

Council's comments

- STOP vs Give Way controls

STOP signs are generally provided instead of Give Way signs on any controlled approach, where intersection sightlines are limited or there is a history of crashes that may prompt considerations for STOP signs.

- Linemarking

Before and after speed surveys at several locations in Camden LGA have shown a reduction in speed after the installation of double barrier centrelines and edgelines.



-
- Roundabout

A roundabout is not considered warranted at this time due to limited crash data and traffic volumes at this location. This was not identified in the Masterplan for the Elderslie precinct. Additionally, the geometry is constrained at this location and is unlikely to be able to accommodate a roundabout.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation and linemarking be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an approximate cost of \$3,000.

CONCLUSION

Following community concerns, site observations and technical reviews in Higgins Avenue a number of traffic control measures are recommended.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Higgins Avenue, Elderslie:

- i. **replacing existing Give Way signs (R1-2) and TB lines with STOP signs (R1-1) and TF lines;**
- ii. **Double Barrier (BB) centrelines and edgelines (E1) on between Irvine Street and Folkes Street; and**
- iii. **Double Barrier (BB) linemarking for 10 metres on Thornton Road at the intersection with Higgins Avenue.**

ATTACHMENTS

1. Attachment 1 - Higgins Avenue
2. Attachment 2 - Higgins Avenue



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 **Subject Site**

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LOCAL TRAFFIC COMMITTEE

LTC16

**SUBJECT: CAMDEN VALLEY WAY, ELDELSLIE - BUS ZONE AND COACH
PARKING AT CURRY RESERVE**

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/173899

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for a Bus Zone and bus stop on Camden Valley Way, Elderslie.

BACKGROUND

Council is undertaking an upgrade of Curry Reserve and is expanding parking provision in the car park accessed from Camden Valley Way, whilst ensuring traffic is managed safely.

MAIN REPORT

A redesign of the Curry Reserve car park is being undertaken as part of the park upgrade. This is taking into consideration expansion of the facility, improving safe access and provision for bus services (see **Attachment 1**).

Camden Valley Way is a Regional Road with a speed limit of 70km/h at this location. There are two accesses to the car park for Curry Reserve, both of which are two-way. Coach parking is available within the car park with door access into the through access aisle. The car park currently has 46 car parking spaces (including one disability user space)

To assist in managing access and create additional parking, it is proposed to close the western access and relocate coach parking (No Parking – Buses and Coaches excepted) to the parking lane on the south side of Camden Valley Way. This is in accordance with RMS Technical Direction TDT 2013/07 – Bus Layover Parking. In addition, it is proposed to introduce a bus stop and associated Bus Zone, catering for westbound Route 893 services, adjacent to the coach parking. These restrictions will take up kerb space for ten car parking spaces. 40 metres of kerbside parking adjacent to John Oxley's Cottage (Information Centre) would remain unchanged.

The reconfigured car park will result in 62 car parking spaces within the car park (including 5 disability user spaces) with a further two spaces for mini-buses.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The funding for these works is funded from the reserve upgrade project, already budgeted in the 2018/19 financial year.

CONCLUSION

Council is proposing coach parking and a Bus Zone in Camden Valley Way, associated with the upgrade of the Curry Reserve Car Park.



RECOMMENDED

The Local Traffic Committee recommends that Council approves in Camden Valley Way, Elderslie, on the southern side, east of the intersection with Wilkinson Street:

- i. 30 metres of Bus Zone (R5-20 signage);
- ii. 30 metres of No Parking (R5-40 signage) (Buses and Coaches Excepted);
and
- iii. 62 car parking spaces (including 3 disability user spaces) and two minibus spaces within the Curry Reserve Car Park.

ATTACHMENTS

1. Attachment 1 - Curry Reserve Car Park



LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: PERMANENT ITEMS

FROM: Manager Assets, Design & Traffic Services

TRIM #: 17/385620

i. Bike Plan

2017/18 Program

Council has accepted funding for:

- Bike Plan works - LGA-wide – works underway in Dunbar Place

Funding applications have been submitted for the 2018/19 program as follows:

Location	Project
Cawdor Road, Cawdor – Sheathers Lane to Camden High School	Design of shared path to school and land acquisition
Waterworth Drive, Mount Annan - Shared path	Design and construction of a shared path from Narellan Road to Mount Annan Leisure Centre
Stockman's Drift, Mount Annan - Shared path	Design and construction of a shared path to Narellan Road to Stockman's Drift Reserve

ii. Pedestrian Access Mobility Plan (PAMP)

2017/18 Program

Pedestrian Infrastructure Safety Around Schools Program:

- Old Hume Highway, Camden (Camden South Public School) – enhanced pedestrian crossing – construction is complete;
- Elyard Street, Narellan (Narellan Public School) – enhanced pedestrian crossing – construction is complete.

Funding applications have been submitted for the 2018/19 program as follows:

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

iii. Black Spot Identification/Evaluation/Treatment

2016/17 Program

- Deepfields Road, Catherine Field – shoulder and intersection upgrades – construction is complete;
- Burraborang Road/Cawdor Road, Cawdor - intersection upgrade – construction is complete.

2018/19 Program

Council has accepted funding for under the Safer Roads Program for:

- Welling Drive / Waterworth Drive / Henrietta Street roundabout upgrade – concept design complete. Detailed design underway.

Council has recently been advised of a further successful application:

- Catherine Field Road – shoulder enhancements

iv. Upcoming Major Road Works / Events involving Public Roads

Works / Event (Proponent)	Location	Program
Bringelly Road Upgrade – Stages 1 and 2 (RMS)	Bringelly Road	Ongoing
The Northern Road Upgrade – Stages 1 and 2 (RMS)	The Northern Road	Stage 1 substantially complete. Stage 2 ongoing
Narellan Road Upgrade – Stage 2 (RMS)	Narellan Road	Substantially complete
Catherine Fields Road - Road Reconstruction (Council)	From Deepfields Road for 500 metres	April to June 2018
Turner Road – Road Reconstruction (Council)	Camden Valley Way to Pioneer Street	June /July 2018
Macarthur Road intersection upgrade with traffic lights (Council)	Camden Valley Way / Macarthur Road, Elderslie	November 2017 to late 2018
Grahams Hill Road intersection upgrade (Council)	Camden Valley Way / Grahams Hill Road, / Richardson Road, Narellan	September 2018 to late 2018
Richardson Road (Council)	Bluebell Crescent to Welling Drive	July / August 2018

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC18

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/121126

PURPOSE OF REPORT

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

BACKGROUND

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

This report outlines the progress of projects being implemented in the 2017/2018 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.</i>	CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises to get the drink drive message across to the community. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>In-school program designed to provide road safety awareness to Year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about police enforcement, drug and alcohol impairment, licensing and heavy vehicle awareness.</i>	All schools have now been booked for 2018 including a new program at Oran Park Anglican College. Dates as follows: Magdalene Catholic HS – 17 August 2018, Mount Annan Christian College – 31 August 2018, Mount Annan HS – 26 September 2018, Elizabeth Macarthur HS – 19 October 2018, Oran Park Anglican College – 29 November 2018

Project	Target Issue	Current Status
School Safety Program	<p>Vulnerable road users, pedestrians, road users around schools</p> <p><i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i></p>	<p>The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate.</p> <p>CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis, with a focus in the beginning of the school year in order to assist new parents with the road and parking conditions around schools. Schools targeted so far this year include; Mount Annan PS, Narellan Vale PS, Currans Hill PS, Oran Park PS, Leppington PS and Mount Annan HS, Elderslie High School, St Paul's, Mawarra PS, Elderslie Public School</p>
Slow Down	<p>Speed</p> <p><i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i></p>	<p>50km/hr Slow Down bus shelter advertisements are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Traffic Section and Camden Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary.</p>
Choose Right Buckle Right	<p>Child Restraints</p> <p><i>To educate and increase awareness of the importance of correct child restraint use and fitting. To provide free child restraint fitting and checking days to the community.</i></p>	<p>The last child restraint fitting and checking day was held on 1 March 2018 and this event was fully booked. The next event is scheduled to be held on 14 June 2018.</p>
Graduated Licensing Scheme Workshops (GLS)	<p>Parents and supervisors of learner drivers</p> <p><i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i></p>	<p>Planning for the next session is currently underway. It is envisioned this will be held in partnership with Campbelltown City Council.</p>



Project	Target Issue	Current Status
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on-road experience obtained by learner drivers and disseminate road safety messages and resources</i>	The last Day Log Book Run was held on 18 March 2018. The following Day Log Book Run is scheduled for 17 June 2018. A Dusk Log Book Run was held on Thursday 10 May 2018.
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	Planning for 2018 program rollout is being undertaken, with a view to continuing to target local shopping centre car parks, plus commuter car parks.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues <i>Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and antisocial behaviour.</i>	CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption, including a partnership with the Camden/Wollondilly Domestic Violence Committee on an alcohol related domestic violence education program.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. A bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	Cycling education and programs are currently being considered, subject to funding availability.
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>	Planning for the program rollout and venues for 2018 is being undertaken. The next presentation is scheduled to be held on Monday 25 June for the Harrington Park Probus Club.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Council has committed to running this program in schools again in 2018. Programming is underway with most schools booked. The program has been held at Camden High, Elderslie High and Mount Annan Christian College so far this year.

Project	Target Issue	Current Status
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been identified in 2017/2018 through Roads and Maritime Services grant funding with a contribution from Council. A report is being prepared to Council for formal acceptance of program funding.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for June 2018.



LOCAL TRAFFIC COMMITTEE

LTC19

SUBJECT: THE HERMITAGE WAY, GLEDSDOOD HILLS - SIGNAGE AND LINEMARKING NORTH OF DIGITARIA DRIVE / MANNES ROAD

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/163574

ELECTRONIC MEETING ITEM DATE: 13 March 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction The Hermitage Way, Gledswood Hills.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of a 150-metre-long section of The Hermitage Way in Gledswood Hills, north of the intersection with Digitaria Drive and Mannes Road. This connects the road between Gregory Hills Drive and The Hermitage precinct. The location is highlighted on **Attachment 1**.

The Engineering Plan No. MMD-343049-C-DR-CC-CP-1310 Rev. A plan prepared by Mott Macdonald Consulting provides details of the proposed signage and linemarking (**Attachment 2**). The plan is in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that the LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/10	<p>The Local Traffic Committee recommends that Council, in the vicinity of The Hermitage Way, Gledswood Hills approves the regulatory signage, linemarking and devices as shown on the Engineering Plan No. MMD-343049-C-DR-CC-CP-1310 Rev. A subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report on The Hermitage Way, Gledswood Hills – Signage and Linemarking North of Digitalia Drive / Mannes Road.

ATTACHMENTS

1. Site Location - The Hermitage Way, Gledswood Hills
2. Signage and Linemarking Plan - The Hermitage Way, Gledswood Hills



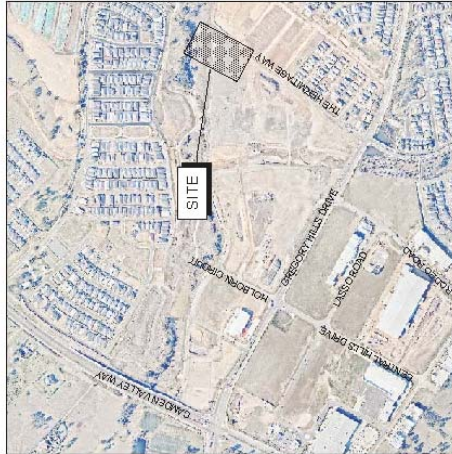
Gregory Hills Corporate Park Pty Ltd
PO Box 119
Oatlands NSW 2117



Gregory Hills Corporate Park
The Hermitage Way

**Construction Certificate Drawings
DA 322/2017**

MIMD-343049-C-DR-CC-CP-1101 A
Date: 20.02.18

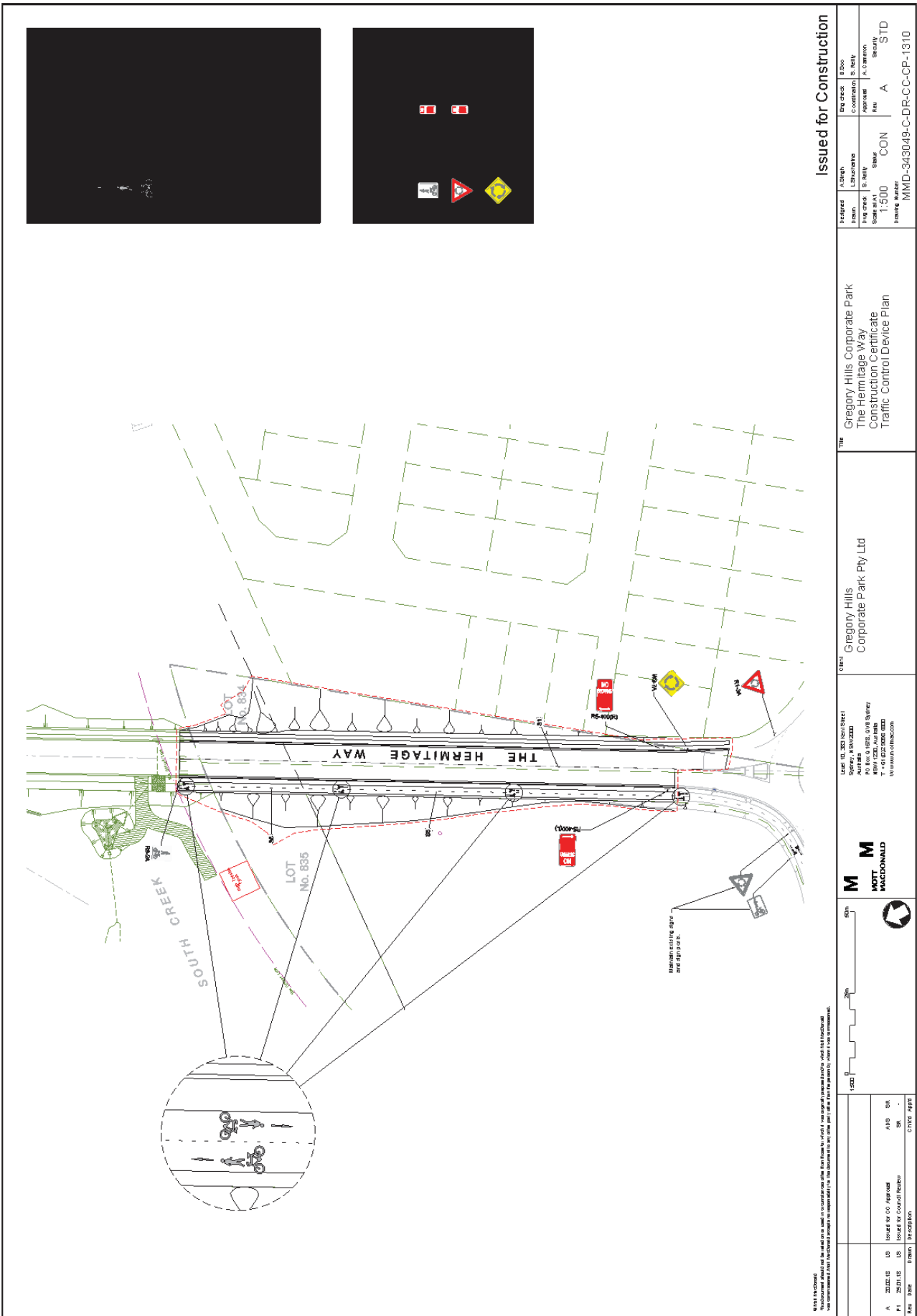


Locality Plan

Drawing List

Drawing Number	Drawing Title
MIMD-343049-C-DR-CC-CP-1101	Cover Sheet
MIMD-343049-C-DR-CC-CP-1102	Site Location
MIMD-343049-C-DR-CC-CP-1103	Notes and Legends Sheet
MIMD-343049-C-DR-CC-CP-1104	General Arrangement Plan
MIMD-343049-C-DR-CC-CP-1105	Typical Road Cross Section
MIMD-343049-C-DR-CC-CP-1201	Concept Soil and Water Management Plan
MIMD-343049-C-DR-CC-CP-1202	Soil and Water Management Details
MIMD-343049-C-DR-CC-CP-1301	Survey Control Plan - Roads
MIMD-343049-C-DR-CC-CP-1302	Sidewalks, Grading Plan and Drainage Pit Schedule Sheet 1
MIMD-343049-C-DR-CC-CP-1303	Sidewalks, Grading Plan and Drainage Pit Schedule Sheet 2
MIMD-343049-C-DR-CC-CP-1304	Pavement and Surface Treatment Plan
MIMD-343049-C-DR-CC-CP-1305	Pavement and Sidewalks Details
MIMD-343049-C-DR-CC-CP-1310	Traffic Control Device Plan
MIMD-343049-C-DR-CC-CP-1401	The Hermitage Way Longitudinal Section
MIMD-343049-C-DR-CC-CP-1402	The Hermitage Way Cross Sections
MIMD-343049-C-DR-CC-CP-1501	Stormwater Longitudinal Section
MIMD-343049-C-DR-CC-CP-1502	Stormwater Longitudinal Section
MIMD-343049-C-DR-CC-CP-1601	Stormwater Drainage Details Sheet 1
MIMD-343049-C-DR-CC-CP-1602	Stormwater Drainage Details Sheet 2
MIMD-343049-C-DR-CC-CP-1603	Stormwater Drainage Calculations
MIMD-343049-C-DR-CC-CP-1604	Stormwater Drainage Calculations
MIMD-343049-C-DR-CC-CP-1611	Stormwater Drainage Calculations

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LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: REDBANK DRIVE, DIGITARIA DRIVE AND HOLBORN CIRCUIT, GLEDSDOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH GLEDSDOOD HILLS CORPORATE BUSINESS PARK STAGE 1 SUBDIVISION

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/164394

ELECTRONIC MEETING ITEM DATE: 19 March 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction of new roads associated with the development of Gledswood Hills Corporate Business Park Stage 1 subdivision.

MAIN REPORT

Signage and linemarking plans have been received by Council for the construction of new roads associated with the Gledswood Hills Corporate Business Park Stage 1 subdivision. The location is highlighted on **Attachment 1**. This is related to DA number DA/2012/277/1.

It should be noted that these roads were constructed and have been in operation since 2016, however Council has just recently received signage and linemarking plans.

The Engineering Drawing No. MMD-301222-C-DR-CA-415 REV. 5 and MMD-301222-C-DR-CA-414 Rev. 8, prepared by Mott MacDonald Consulting provides details of the proposed signage and linemarking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking subject to:

- No Parking signage (r5-40) on the western side of Holborn Circuit (Road No. 2) be replaced with No Stopping signage (r5-400);
- Give Way sign (r1-2) and TB line be removed at Holborn Circuit / Redbank Drive (Road No. 6) intersection and Digitaria Drive (Road No. 5) / Holborn Circuit intersection; and
- All Traffic Left sign (r2-14) be placed in median island on Gregory Hills Drive opposite Holborn Circuit intersection

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/11	The Local Traffic Committee recommends that Council approves the regulatory signs and linemarking on Redbank Drive, Digitaria Drive and Holborn Circuit associated with the subdivision of the Corporate Business Park in Gledswood Hill, Stage 1 as shown on the Engineering Drawing No. MMD-301222-C-DR-CA-415 REV. 5 and MMD-301222-C-DR-CA-414 Rev. 8, subject to:

	<ul style="list-style-type: none">i. No Parking signage (r5-40) on the western side of Holborn Circuit (Road No.1) be replaced with No Stopping signage (r5-400)ii. Give Way sign (r1-2) and TB line be removed at Holborn Circuit / Redbank Drive (Road No.6) intersection and Digitaria Dr (Road no. 5) / Holborn Circuit intersectioniii. All Traffic Left sign (r2-14) be placed in median island on Gregory Hills Drive opposite Holborn Circuit intersectioniv. the installation being completed by the applicant at its cost;v. all signage being sign size A; andvi. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.
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This recommendation was supported unanimously by the four voting members.

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

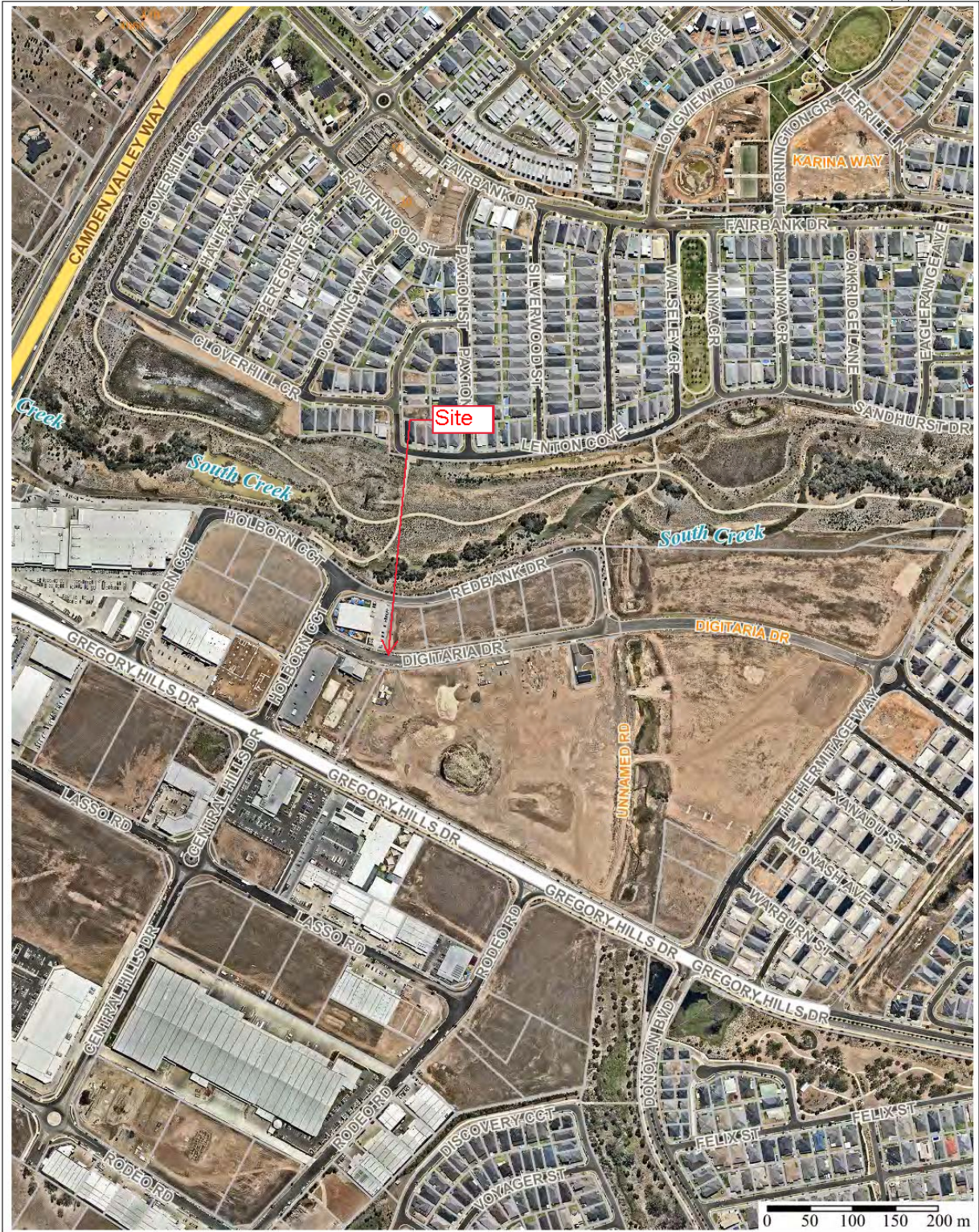
RECOMMENDED

That Council receives and notes the report on Redbank Drive, Digitaria Drive and Holborn Circuit, Gledswood Hills – Signage, Linemarking and Devices associated with the Development of Gledswood Hills Corporate Business Park Stage 1 Subdivision.

ATTACHMENTS

1. Site Location - Corporate Business Park, Gledswood Hills
2. Signage and Linemarking Plans - Corporate Business Park, Gledswood Hills

Created on 19/03/2018 2:38 PM

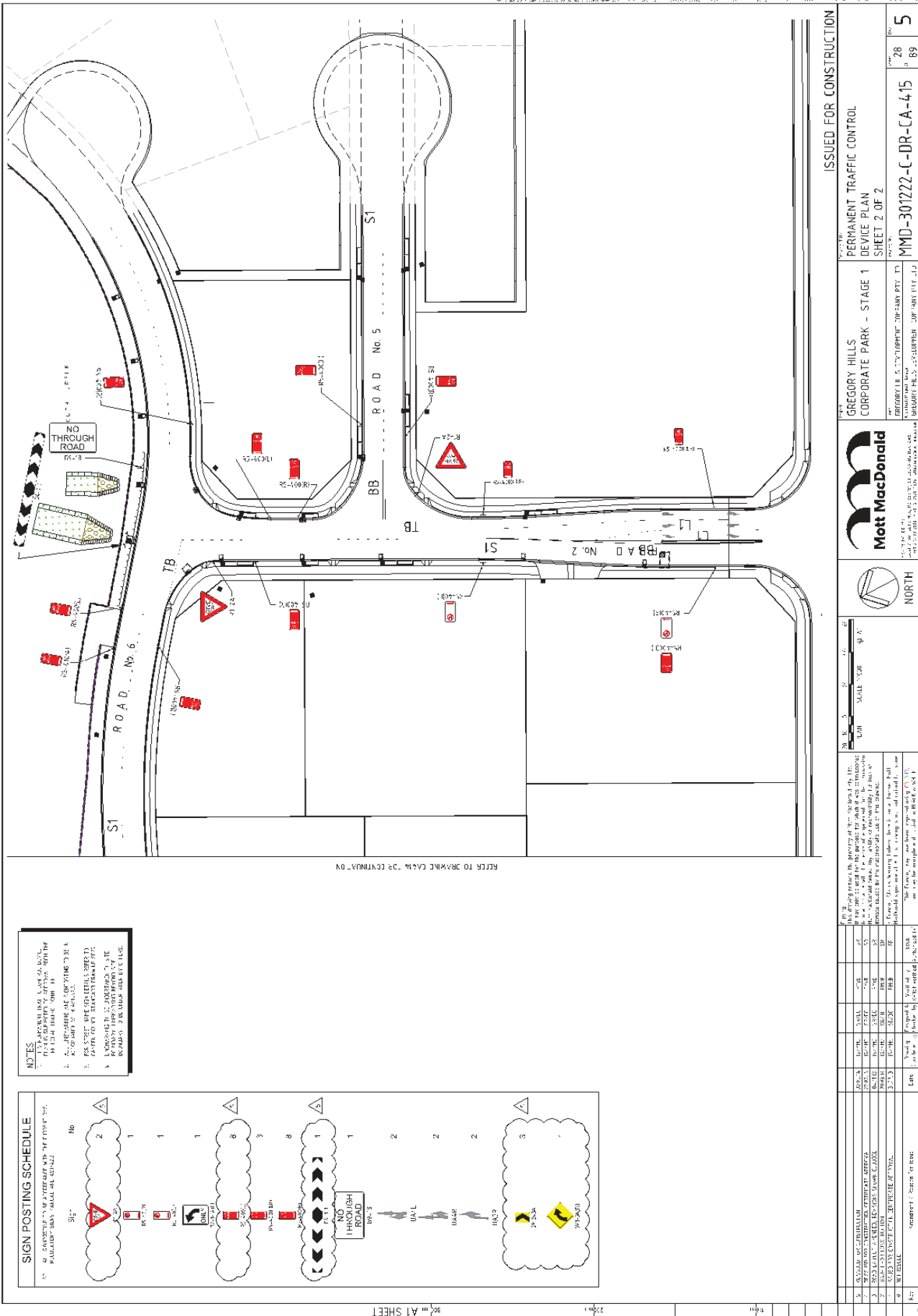


Subject Site

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

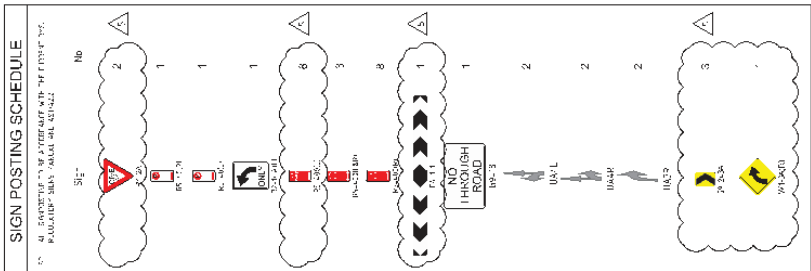
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Date: 19/03/2018 2:38 PM

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NOTES

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: ARCHER ROAD, SPRING FARM - SIGNAGE AND LINEMARKING ASSOCIATED WITH THE SUBDIVISION OF SPRING FARM, STAGE 5
FROM: Manager Assets, Design & Traffic Services
TRIM #: 18/165030

ELECTRONIC MEETING ITEM DATE: 10 April 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction of new roads associated with the subdivision of Spring Farm, Stage 5.

MAIN REPORT

Signage and linemarking plans have been received by Council for the construction of new roads associated with subdivision Spring Farm, Stage 5 by developer AV Jennings. The locations are highlighted on **Attachment 1**. This is related to a development application number: DA/2017/225/1.

The Engineering Drawing No. 300177927.05.DA001 Rev. 1 prepared by AV Jennins provide 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 linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/12	<p>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Archer Street, the regulatory signs and line marking associated with the development of Spring Farm, Stage 5, as shown on the Engineering Drawing No. 300177927.05.DA001 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 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

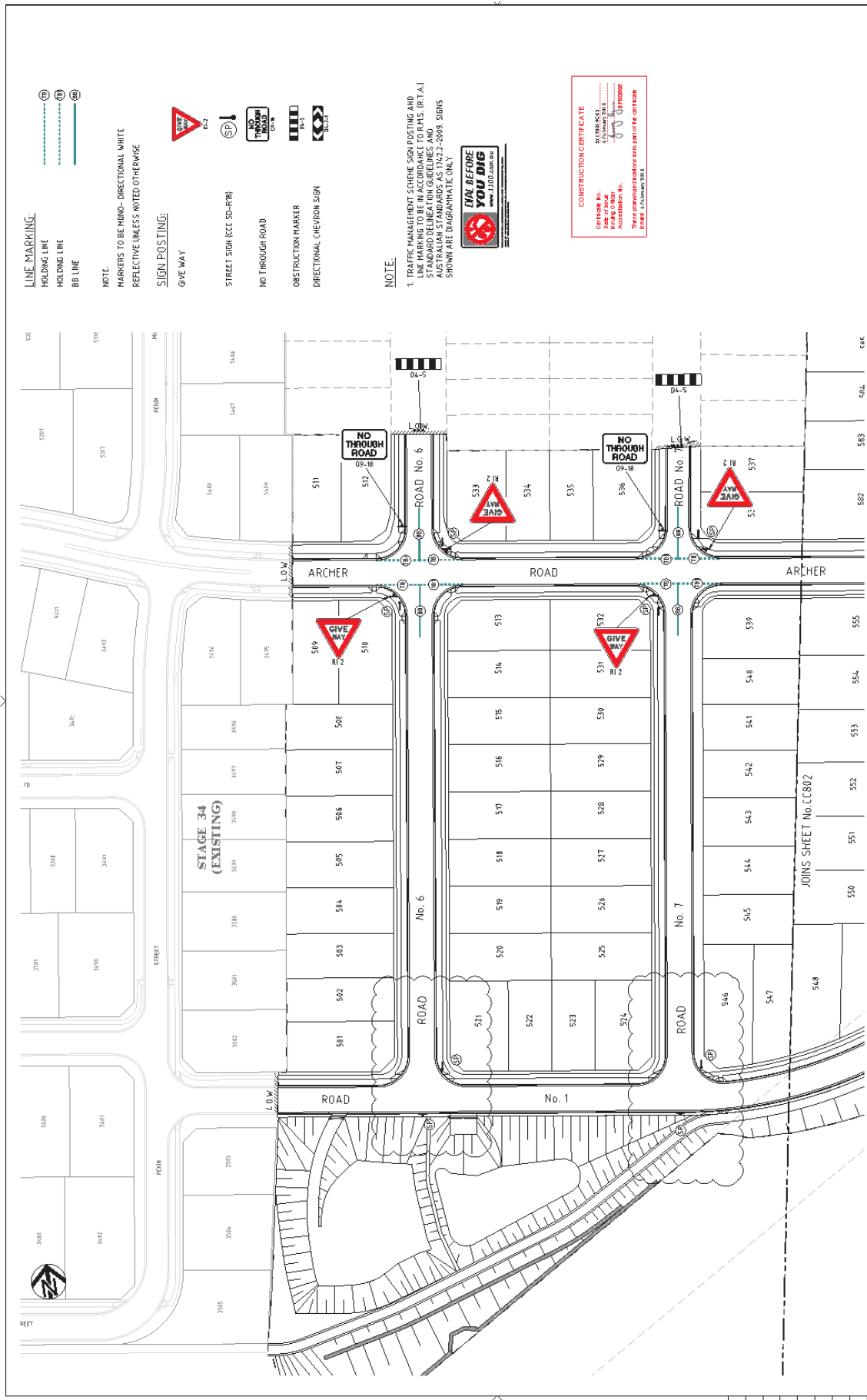
That Council receives and notes the report on Archer Road, Spring Farm - Signage and Linemarking associated with the Subdivision of Spring Farm, Stage 5.

ATTACHMENTS

1. Site Location - Archer Road, Spring Farm
2. Signage and Linemarking Plan - Archer Road, Spring Farm



	Subject Site	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Map Scale: 1:7208 Projection: GDA94 / MGA zone 56 Date: 10/04/2018 11:30 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>



LINE MARKING:
 HOLDING LINE
 HOLDING LINE
 BB LINE

NOTE:
 MARKERS TO BE WHITE- DIRECTIONAL WHITE
 REFLECTIVE UNLESS NOTED OTHERWISE

SIGN POSTING:
 GIVE WAY

STREET SIGN (RCC SD-R78)
 NO THROUGH ROAD
 OBSTRUCTION MARKER
 DIRECTIONAL CHEVRON SIGN

NOTE:
 1. TRAFFIC MANAGEMENT SCHEME SIGN POSTING AND
 LINE MARKING TO BE IN ACCORDANCE TO T.M.S. (R.T.A.)
 STANDARD TRAFFIC SIGN GUIDELINES AND
 T.M.S. (R.T.A.) T-5093. SIGNS
 SHOWN ARE DIAGRAMMATIC ONLY.



DATE	DESCRIPTION	BY	CHKD BY
15 Jan 2018	ISSUED FOR REVIEW	G.F.	G.F.
15 Jan 2018	ISSUED FOR APPROVAL	G.F.	G.F.
15 Jan 2018	ISSUED FOR CONSTRUCTION	G.F.	G.F.
15 Jan 2018	ISSUED FOR CONSTRUCTION CERTIFICATE APPROVAL	G.F.	G.F.

ROLE	NAME
DESIGNER	G.F. JENNINGS
CHECKER	L. JENNINGS
PROJECT MANAGER	G.F. JENNINGS
PROJECT DIRECTOR	G.F. JENNINGS

DATE	DESCRIPTION
15 Jan 2018	ISSUED FOR APPROVAL

SMC
 Member of the SMC Group
 100% LOCAL OWNERSHIP
 PROJECT NO. 300177927

AV Jennings

PROJECT TITLE	CLIENT	SCALE	DATE
CAMDEN COUNCIL SPRING FARM AV JENNINGS STAGE 5 SIGN AND LINEMARKING PLAN SHEET 1.1	AV JENNINGS	SCALE 1:500	15 JAN 2018

DATE	DESCRIPTION
15 Jan 2018	ISSUED FOR APPROVAL



LOCAL TRAFFIC COMMITTEE

LTC22

**SUBJECT: CENTRAL AVENUE, ORAN PARK - MULTICULTURAL FESTIVAL
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/106635

ELECTRONIC MEETING ITEM DATE: 10 April 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the closure of a short section of Central Avenue, Oran Park in front of the Council Administration Building to conduct the "Multicultural Festival" community event.

MAIN REPORT

Council seeks concurrence to close a short section of Central Avenue, Oran Park in front of the Council building to conduct the "Multicultural Festival" community event. The location is highlighted on **Attachment 1**.

The event is scheduled for Saturday 28 April 2018, from 9am to 6pm. During this time it is proposed to close part of Central Avenue from Dairy Street, Oran Park. No residents or businesses will be affected by the proposed closure.

Due to consideration of possible security issues, a tipper truck will be placed to prevent vehicles driving through crowded places.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/13	<p>The Local Traffic Committee recommends that Council gives concurrence for the closure of a section of Central Avenue, Oran Park, from Dairy Street northwards, on Saturday, 28 April 2018, subject to the following conditions:</p> <ol style="list-style-type: none"> i. the event is classified as a Class 3 event under the RMS Guide to Traffic and Transport Management for Special Events; ii. traffic management arrangements shall be implemented in accordance with relevant RMS Guidelines; iii. traffic controllers shall be accredited by the RMS; iv. the organisers shall obtain NSW Police concurrence to the Special Event Approval; and v. the organisers shall maintain access for emergency vehicles along the closed section of road.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on Central Avenue, Oran Park – Multicultural Festival Special Event Transport Management Plan.

ATTACHMENTS

1. Site Location - Multicultural Festival, Central Avenue, Oran Park





LOCAL TRAFFIC COMMITTEE

LTC23

SUBJECT: DICK JOHNSON DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF ORAN PARK STAGE 1 AND 2

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/176836

ELECTRONIC MEETING ITEM DATE: 13 April 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans for the extension of Dick Johnson Drive, associated with the subdivision of Oran Park Stage 1 and 2.

MAIN REPORT

Signage and linemarking plans have been received by Council for the extension of Dick Johnson Drive associated with the subdivision of Oran Park Stages 1 and 2. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2016/1535/1.

The Engineering Drawing No. 703 Rev.0 and Drawing No. 704 (Project No. L06002.136) prepared by Calibre provide details of the proposed signage, linemarking and devices (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Please note that the Traffic Control Signal (TCS) plan will subject to separate RMS approval.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/14	<p>The Local Traffic Committee recommends that Council approves, on Dick Johnson Drive, Oran Park the regulatory signs, linemarking and devices associated with the development of Oran Park Stage 1 and 2, as shown on the Engineering Drawing No. 703 Rev.0 and Drawing No. 704 (Project No. L06002.136) subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; iv. TCS plan to be forwarded to RMS for approval; and v. speed limit signage plan to be forwarded to RMS for approval.



This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report on Dick Johnson Drive, Oran Park – Signage, Linemarking and Devices associated with the subdivision of Oran Park Stage 1 and 2.

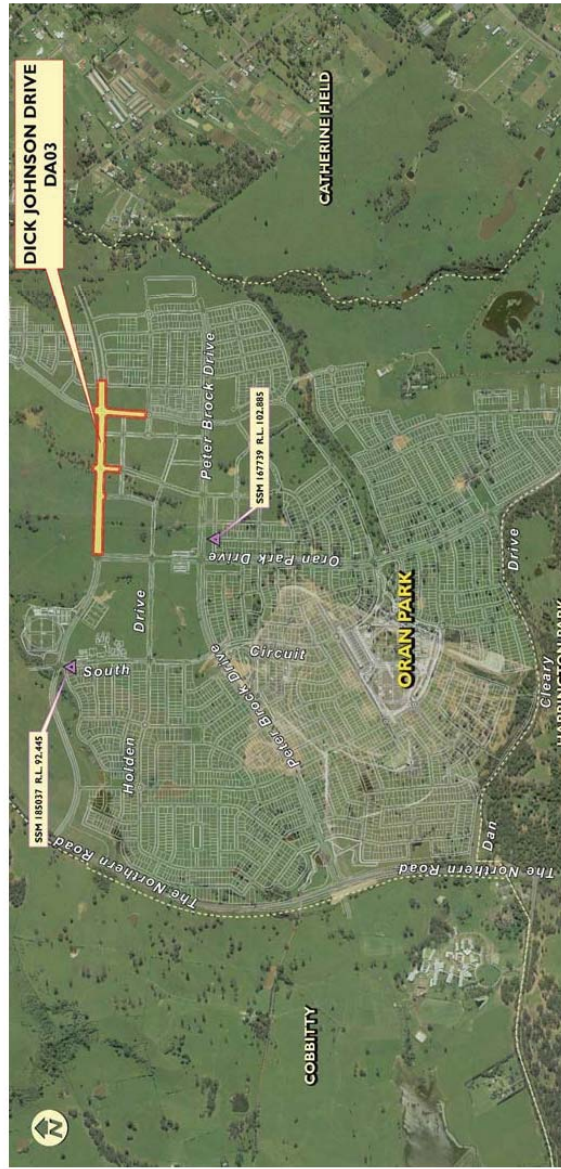
ATTACHMENTS

1. Site Location - Dick Johnson Drive, Oran Park
2. Signage and Linemarking Plans - Dick Johnson Drive, Oran Park



ORAN PARK DEVELOPMENT DICK JOHNSON DRIVE DA03

FOR CONSTRUCTION CERTIFICATE
FOR GREENFIELDS DEVELOPMENT COMPANY



LGA CAMDEN COUNCIL
D.A. 2016/1535/1
PART LOT 4 / D.P. 270899
LOT 9552/D.P. 1213341



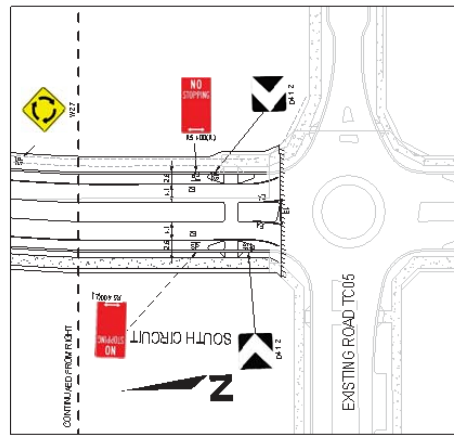
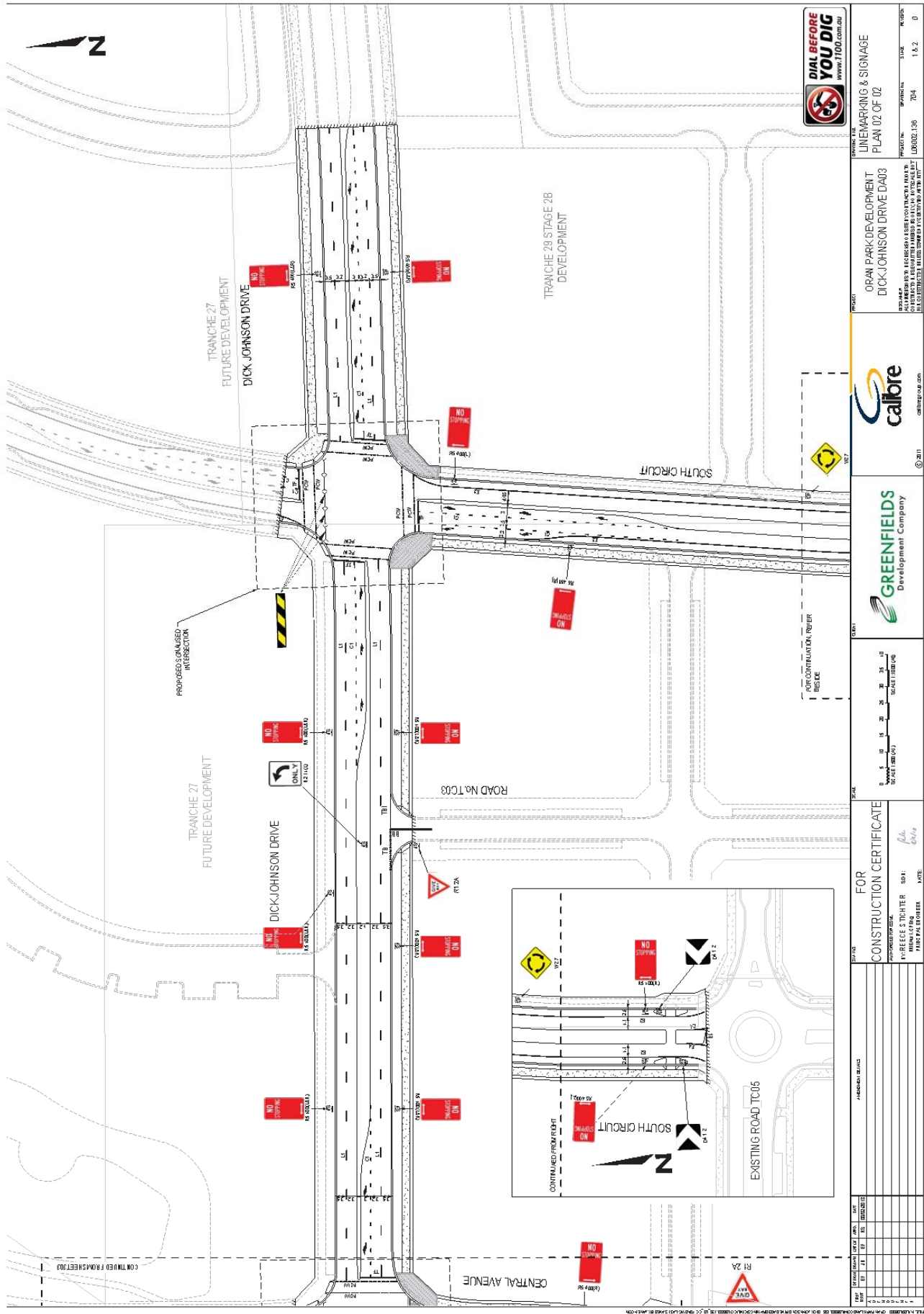
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NO. DRAWING TITLE
- 001 COVER SHEET
 - 002 GENERAL ARRANGEMENT PLAN
 - 003 STAGING PLAN
 - 004 SITE PLAN
 - 005 SEWAGE & EROSION CONTROL
 - 006 SITE UTILITIES ARRANGEMENT PLAN
 - 007 WASH WATER ARRANGEMENT PLAN
 - 008 ENGINEERING PLANS
 - 009 ENGINEERING TENDERS
 - 010 ROAD CONSTRUCTION SECTIONS
 - 011 DICK JOHNSON DRIVE CROSS SECTION TO R.O.D. OF DICK JOHNSON DRIVE
 - 012 CENTRAL AVENUE & SOUTH CIRCULAR INTERSECTION
 - 013 ROAD CROSS SECTION
 - 014 DICK JOHNSON DRIVE CROSS SECTION TO R.O.D. OF DICK JOHNSON DRIVE
 - 015 DICK JOHNSON DRIVE CROSS SECTION TO R.O.D. OF DICK JOHNSON DRIVE
 - 016 DICK JOHNSON DRIVE CROSS SECTION TO R.O.D. OF DICK JOHNSON DRIVE
 - 017 INTERSECTION PLANS
 - 018 THE INTERSECTION DETAILS WITH DETAILS NO. 3, 10, 11 & 12
 - 019 INTERSECTION DETAILS WITH DETAILS NO. 1, 2, 3 & 4
 - 020 INTERSECTION DETAILS WITH DETAILS NO. 5, 6, 7 & 8
 - 021 INTERSECTION DETAILS WITH DETAILS NO. 201 & 202
 - 022 INTERSECTION DETAILS WITH DETAILS
 - 023 MISCELLANEOUS ROADWORKS PLANS
 - 024 PAVEMENT LAYOUT
 - 025 LIGHTING AND WATER LAYOUT
 - 026 TRAFFIC CONTROL PLAN
 - 027 DRAINAGE
 - 028 CONCRETE PLAN
 - 029 EXTERNAL CONCRETE PLAN
 - 030 EXTERNAL CONCRETE PLAN
 - 031 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 032 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 033 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 034 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 035 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 036 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 037 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 038 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 039 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 040 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 041 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 042 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
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 - 044 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
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 - 047 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 048 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
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 - 098 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 099 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203
 - 100 FINISHES TO BE FINALISED LINES NO. 201, 202 & 203

ORAN PARK DEVELOPMENT
DICK JOHNSON DRIVE DA03

PROJECT NO.: L06002136
DATE: 1 & 2
DRAWING NO.: 08/02/2018
SCALE: CC
REVISION: 0

Attachment 1

LTC23



		DRAWN BY: [blank] CHECKED BY: [blank] PROJECT: ORAN PARK DEVELOPMENT DICK JOHNSON DRIVE DA03 DRAWN DATE: 14/06/18 PROJECT NO: LND002.136 SHEET NO: 11.2 DATE: 0	
SCALE: 1:100 0 5 10 15 20 25 30 35 40 METRES (BY) 0 5 10 15 20 25 30 35 40 METRES (BY)		GREENFIELDS Development Company © 2011 callibre.com	
FOR CONSTRUCTION CERTIFICATE APPROVED BY: [blank] DRAWN BY: [blank]		callibre	

DATE IN SERVICE: 00/00/00

FOR REVIEW

BRISTING PROPOSED

CADD FILE: V:\0000_1\A.dgn

SCALE: 1:1000

FILE: S:\0000000000

REG No: DS0000/000000

TCS No: 0000

Sheet: 1

DETECTOR SPECIFICATION

DEFECTS CASES FOR THE FULL RANGE OF TYPICAL ROAD CONDITIONS SHOULD BE CONSIDERED IN THE DESIGN OF THE DETECTOR SYSTEM TO ACCOMMODATE FILTER RATIO TURN OPTION FOR ALL APPROACHES.

NOTES:

- This site is STG2 linked.
- All road signs to be installed on all ports.
- Refer to the site plan for all pedestrian crossings in accordance with the relevant standards.
- Signage to be determined by a qualified signage provider.
- The base plan for this layout has been derived from existing plans prepared by CABRIE CONSULTING (drawing D0002101 04A) DESIGN.

MOVEMENTS

POSTCHART

POST	TYPE	LENGTH	OFFSET	REMARKS	EASTING	NORTHING
1	2	4.1	1.0	New	20182.101	822687.102
2	0	4.1	1.0	New	20182.247	822687.330
3	2	4.1	1.0	New	20182.865	822689.33
4	0	4.1	1.0	New	20183.328	822689.007
5	2	4.1	1.0	New	20183.538	822690.194
6	2	4.1	1.0	New	20183.548	822690.194
7	2	4.1	1.0	New	20183.658	822690.877
8	0	4.1	1.0	New	20183.822	822692.28

SIGNAL GROUP / PHASE CHART

Signal group	Phase during which green is displayed								Overlap Conditions	Remarks
	A	B	C	D	E	F	G	H		
V1	X	X							#11 Timing out active	Duration of L/S: 40s Walk time
V2	X	X							#12 Timing out active	V2 to provide full protection of F2 L/O fitting - active before changing.
V3	X	X							#13 Timing out active	V3 to provide full protection of F2 L/O fitting - active before changing.
V4	X	X							#14 Timing out active	V4 to provide full protection of F2 L/O fitting - active before changing.
V5	X	X							#15 Timing out active	V5 to provide full protection of F2 L/O fitting - active before changing.
V6	X	X							#16 Timing out active	V6 to provide full protection of F2 L/O fitting - active before changing.
V7	X	X							#17 Timing out active	V7 to provide full protection of F2 L/O fitting - active before changing.
V8	X	X							#18 Timing out active	V8 to provide full protection of F2 L/O fitting - active before changing.
V9	X	X							#19 Timing out active	V9 to provide full protection of F2 L/O fitting - active before changing.
V10	X	X							#20 Timing out active	V10 to provide full protection of F2 L/O fitting - active before changing.
V11	X	X							#21 Timing out active	V11 to provide full protection of F2 L/O fitting - active before changing.
V12	X	X							#22 Timing out active	V12 to provide full protection of F2 L/O fitting - active before changing.
P1	X	X							#23 Timing out active	P1 to provide full protection of F2 L/O fitting - active before changing.
P2	X	X							#24 Timing out active	P2 to provide full protection of F2 L/O fitting - active before changing.
P3	X	X							#25 Timing out active	P3 to provide full protection of F2 L/O fitting - active before changing.
P4	X	X							#26 Timing out active	P4 to provide full protection of F2 L/O fitting - active before changing.

DESIGN APPROVAL

APPROVED: [Signature]

DATE: [Date]

DESIGNER: [Name]

CHECKED: [Name]

DATE: [Date]

REVISIONS:

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	00/00/00

RMS ACCEPTANCE

RECOMMENDED: [Signature]

DATE: [Date]

ACCEPTED: [Signature]

DATE: [Date]

ROADS AND MARITIME SERVICES

CAMDEN COUNCIL AREA

TRAFFIC SIGNALS AT THE INTERSECTION OF DICK JOHNSON DRIVE AND SOUTH CIRCUIT

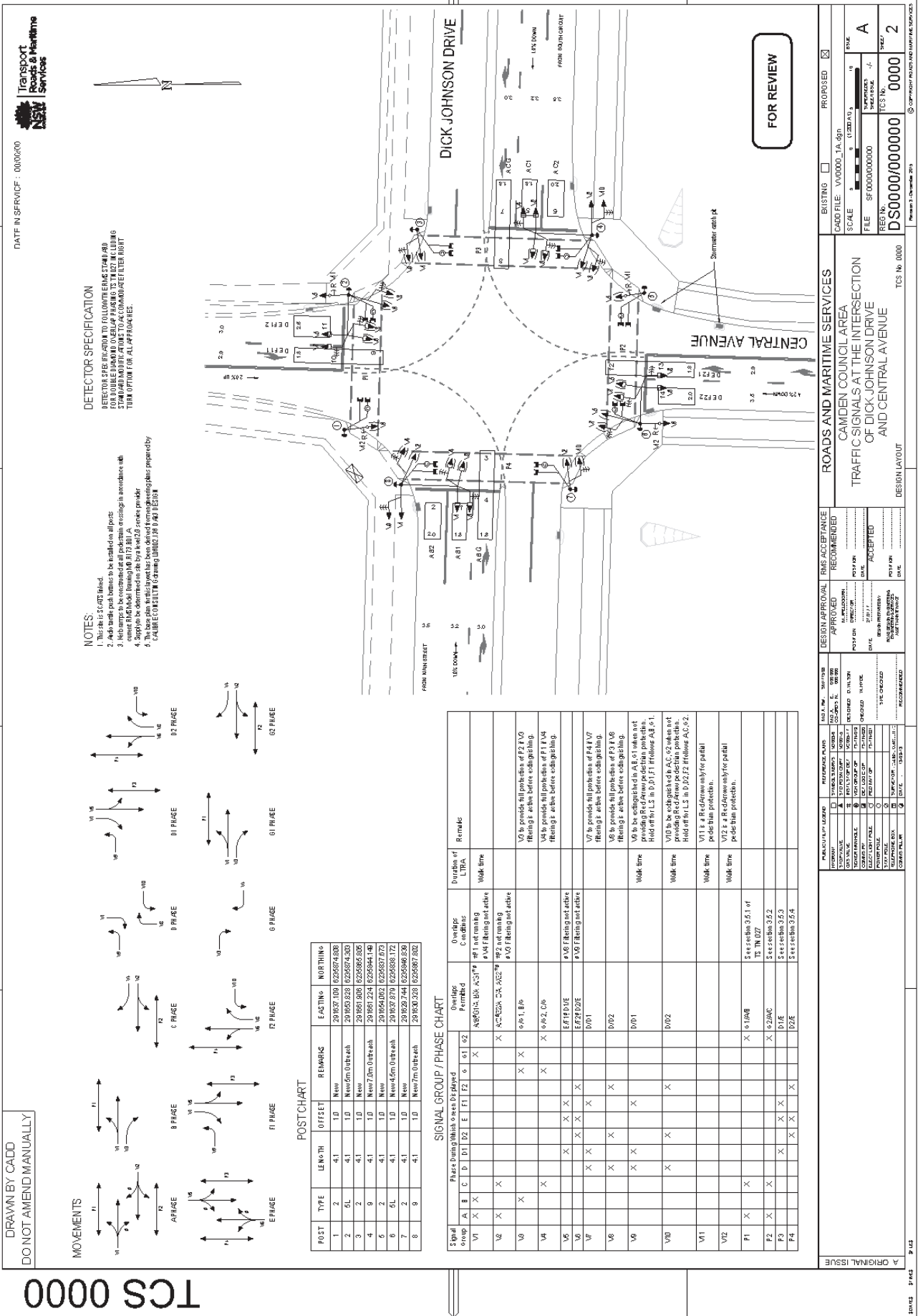
DESIGN LAYOUT

TCS No. 0000

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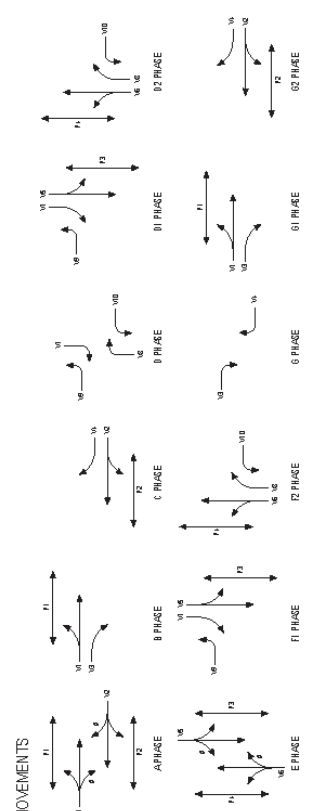


DATE IN SERVICE : 00/00/00

Transport
Roads & Maritime
NSW Services

DETECTOR SPECIFICATION
DETECTOR SPECIFICATION TO FOLLOW THE STANDARDS FOR DOUBLE DEMAND OVERLAY PHASING TO BE IN LINDING STANDARD MOTORIST MUST TO A COMMERCIAL PREFERENTIAL RIGHT TURN OPTION FOR ALL APPROACHES.

- NOTES:**
- This site is STAFFS linked.
 - All traffic push buttons to be installed on all ports.
 - Refer to the site plan for details of the existing in accordance with the site plan.
 - Signal to be determined as per the site plan.
 - The base plan for this layout has been derived from the existing plan; refer to the site plan for details.



POST CHART

POST	TYPE	LENGTH	OFFSET	REMARKS	EASTING	NORTHING
1	2	4.1	1.0	New	230537.100	1223557.400
2	5L	4.1	1.0	New/On Outbreak	230537.228	1223557.300
3	2	4.1	1.0	New	230537.300	1223557.300
4	9	4.1	1.0	New/On Outbreak	230537.224	1223557.140
5	2	4.1	1.0	New	230537.052	1223557.673
6	5L	4.1	1.0	New/On Outbreak	230537.273	1223557.172
7	2	4.1	1.0	New	230537.244	1223557.338
8	9	4.1	1.0	New/On Outbreak	230537.228	1223557.302

SIGNAL GROUP / PHASE CHART

Signal Group	Phase being shown or played										Overlap Permitted	Ove type C conditions	Remarks	
	A	B	C	D	E	F1	F2	G	H	I				
V1	X	X	X	X	X	X	X	X	X	X	X	X	Duration of LTRA: Walk time	
V2	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V2 to provide full protection of F2 FV9 filtering - active before sub-galting.
V3	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V3 to provide full protection of F1 FV4 filtering - active before sub-galting.
V4	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V4 to provide full protection of F4 FV7 filtering - active before sub-galting.
V5	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V5 to provide full protection of F3 FV6 filtering - active before sub-galting.
V6	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V6 to be sub-galting in A/B, G1 when not filtering - active before sub-galting. Hold off L.S. in D, F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V7	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V7 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V8	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V8 to be sub-galting in A/C, G2 when not filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V9	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V9 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V10	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V10 to be sub-galting in A/C, G2 when not filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V11	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V11 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
V12	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	V12 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
P1	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	P1 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
P2	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	P2 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
P3	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	P3 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.
P4	X	X	X	X	X	X	X	X	X	X	X	X	Walk time	P4 to provide full protection of F4 FV7 filtering - active before sub-galting. Hold off L.S. in D, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11.

ROADS AND MARITIME SERVICES
CAMDEN COUNCIL AREA
TRAFFIC SIGNALS AT THE INTERSECTION OF DICK JOHNSON DRIVE AND CENTRAL AVENUE
DESIGN LAYOUT

DESIGN APPROVAL: APPROVED
DATE: 27/01/18
DESIGNER: [Name]
CHECKED: [Name]
DATE: 27/01/18

RECOMMENDED: ACCEPTED
DATE: 27/01/18
RECOMMENDER: [Name]

EXISTING: PROPOSED:

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REVISION: D/S0000/000000
TCS No: 0000
SHEET: 2

DESIGN LAYOUT: TCS No: 0000

DATE: 27/01/18

TCS 0000

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LOCAL TRAFFIC COMMITTEE

LTC24

SUBJECT: OLD HUME HIGHWAY, CAMDEN - UPGRADE TO EXISTING CROSSING

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/110431

ELECTRONIC MEETING ITEM DATE: 13 April 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting Item for the reconstruction of the pedestrian crossing, addition of a children's crossing, and the associated signage and line marking on Old Hume Highway, Camden, adjacent to Camden South Public School.

BACKGROUND

There is currently a zebra crossing on the Old Hume Highway, Camden serving Camden South Public School. Council was successful in obtaining funding under the RMS Pedestrian Infrastructure Around Schools Program to reconstruct this crossing and incorporate a children's crossing. **Attachment 1** shows the location plan of the site.

MAIN REPORT

Council submitted four projects to the RMS Pedestrian Infrastructure Safety Around Schools Program. This project for reconstruction of the existing crossing on Old Hume Highway, outside Camden South Public School, was successful in securing funding.

The existing zebra crossing has a kerb extension on the western side but is located within a bus lane taper on the east side resulting in a wide crossing on a major collector road.

The design incorporates extending the kerb and reconfiguring the bus bay, the addition of a children's crossing, improved drainage, and improved footpath grades to the crossing. The waiting area at the bus stop is substantially increased. Sightlines are also significantly increased by the new design. The existing Mail Zone and mail box would be relocated to the northern side of the crossing that currently has a No Stopping restriction. The new kerb extension ensures that sightlines and associated technical standards can be met. The attached plan (see **Attachment 2**) is in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

An option was considered by the Local Traffic Committee in August 2017 to relocate the crossing 15 metres. However, this was not supported by the school. The school supports the new plan and has indicated that school excursion buses will no longer use this bus bay but instead use another facility in Peter Avenue.

Council staff have met on site the residents adjacent to the bus bay who have indicated they are satisfied with arrangements. Residents in the complex adjacent to the

relocated Mail Zone have been notified and advised that there will be no loss of on street parking. Australia Post has advised they are satisfied with the arrangements.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/15	The Local Traffic Committee recommends that Council approve the regulatory signage and line marking on the Old Hume Highway, Camden, associated with a combined children's and zebra crossing at Camden South Public School, as detailed in Drawing No. 2017-010 Rev. B.

This recommendation was supported unanimously by the four voting members.

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

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are budgeted at \$80,000, funded by a grant from Pedestrian Infrastructure Safety Around Schools Program and Council in the 2017/18 financial year, as approved by Council on 14 March 2017. Additional footpaths works are budgeted at \$50,000 to be funded from Council's Footpath Construction Program.

The RMS Program Delivery & Coordination team has endorsed the revised scope of the project, subject to Local Traffic Committee concurrence.

CONCLUSION

Reconstruction of the existing marked zebra crossing and the addition of a children's crossing is proposed on the Old Hume Highway, Camden, to enhance pedestrian safety. It is recommended that the Committee supports this proposal.

RECOMMENDED

That Council receives and notes the report on regulatory signage and line marking on the Old Hume Highway, Camden, associated with a combined children's and zebra crossing at Camden South Public School.

ATTACHMENTS

1. Site Location - Old Hume Highway, Camden
2. Signage and Linemarking Plan - Old Hume Highway, Camden

OLD HUME HIGHWAY CAMDEN PROPOSED PEDESTRIAN CROSSING UPGRADE



SITE WORKS



SHEET INDEX

SHEET NO	DESCRIPTION
2017/016-01	COVER AND INDEX SHEET
2017/016-02	NOTES AND LEGEND SHEET
2017/016-03	TYPICAL SECTIONS SHEET
2017/016-04	SITEWORKS PLAN SHEET
2017/016-05	PAVEMENT PLAN SHEET
2017/016-06	SURVAY AND INFRASTRUCTURE PLAN SHEET
2017/016-07	KERB AND SETOUT PLAN SHEET



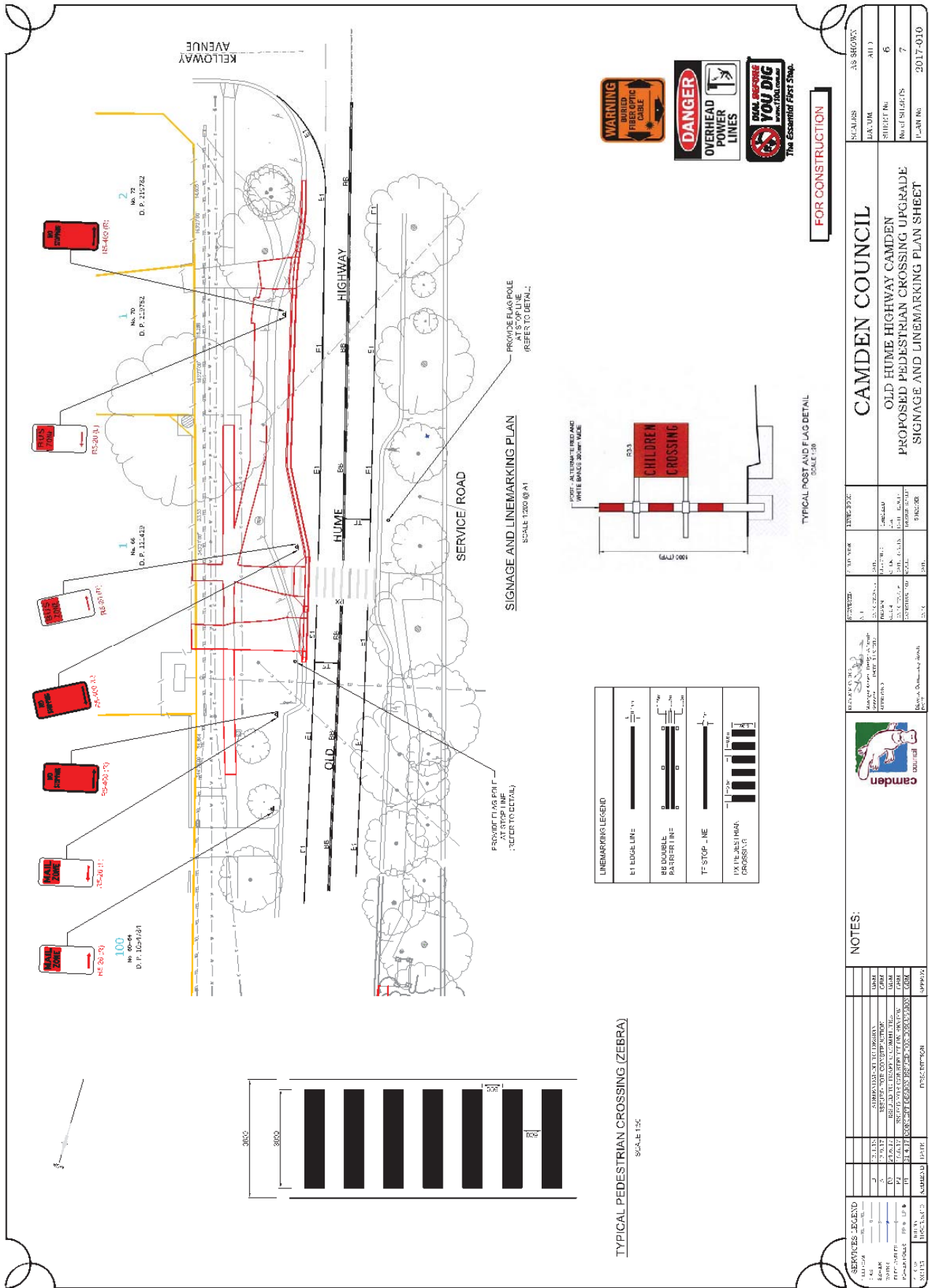
PRELIMINARY ISSUE

LOCALITY PLAN
NOT TO SCALE

SYDNEY COUNCIL		CAMDEN COUNCIL		SCALES		ASSETOWN	
PROJECT NO	2017/016-01	PROJECT NO	2017/016-01	DATE	2017/016-01	DATE	2017/016-01
PROJECT NAME	OLD HUME HIGHWAY CAMDEN PROPOSED PEDESTRIAN CROSSING UPGRADE	PROJECT NAME	OLD HUME HIGHWAY CAMDEN PROPOSED PEDESTRIAN CROSSING UPGRADE	SHEET NO	1	SHEET NO	1
PROJECT LOCATION	OLD HUME HIGHWAY CAMDEN	PROJECT LOCATION	OLD HUME HIGHWAY CAMDEN	NO. OF SHEETS	7	NO. OF SHEETS	7
PROJECT DATE	2017/016-01	PROJECT DATE	2017/016-01	PLAN NO.	2017-010	PLAN NO.	2017-010



NOTES



SIGNAGE AND LINEMARKING PLAN
SCALE 1:200 @ A1

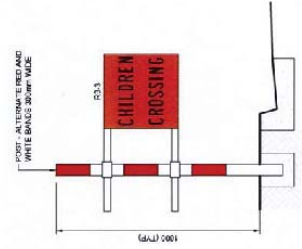
PROVIDE FLAG POLE
(REFER TO DETAIL)

PROVIDE FLAG POLE
(REFER TO DETAIL)

LINEMARKING LEGEND

E1 EDGE LINE	
BB DOUBLE BARRIER LINE	
T1 STOP - NE	
XX PEDESTRIAN CROSSING	

TYPICAL PEDESTRIAN CROSSING (ZEBRA)
SCALE 1:50



TYPICAL POST AND FLAG DETAIL
SCALE 1:50



FOR CONSTRUCTION

<p>APPROVED RECORD</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>		<p>NOTES:</p> <p>1. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>2. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>3. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>4. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>5. ALL WORK TO BE COMPLETED BY 30/06/2018.</p>		<p>FOR CONSTRUCTION</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>	
<p>APPROVED RECORD</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>		<p>NOTES:</p> <p>1. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>2. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>3. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>4. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>5. ALL WORK TO BE COMPLETED BY 30/06/2018.</p>		<p>FOR CONSTRUCTION</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>	
<p>APPROVED RECORD</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>		<p>NOTES:</p> <p>1. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>2. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>3. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>4. ALL WORK TO BE COMPLETED BY 30/06/2018.</p> <p>5. ALL WORK TO BE COMPLETED BY 30/06/2018.</p>		<p>FOR CONSTRUCTION</p> <p>DATE: 18/06/2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>SCALE: 1:200 @ A1</p>	

<p>CAMDEN COUNCIL</p> <p>OLD HUME HIGHWAY CAMDEN</p> <p>PROPOSED PEDESTRIAN CROSSING UPGRADE</p> <p>SIGNAGE AND LINEMARKING PLAN SHEET</p>		<p>SCALE: 1:200 @ A1</p> <p>SHEET NO: 6</p> <p>NO. OF SHEETS: 7</p> <p>PLAN NO: 2017-010</p>	
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<p>CAMDEN COUNCIL</p> <p>OLD HUME HIGHWAY CAMDEN</p> <p>PROPOSED PEDESTRIAN CROSSING UPGRADE</p> <p>SIGNAGE AND LINEMARKING PLAN SHEET</p>		<p>SCALE: 1:200 @ A1</p> <p>SHEET NO: 6</p> <p>NO. OF SHEETS: 7</p> <p>PLAN NO: 2017-010</p>	
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LOCAL TRAFFIC COMMITTEE

LTC25

SUBJECT: PETER BROCK DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF ORAN PARK SOUTH TRANCHE 34

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/177027

ELECTRONIC MEETING ITEM DATE: 2 May 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans for the extension of Peter Brock Drive, Oran Park associated with the subdivision of Oran Park South Tranche 34.

MAIN REPORT

Signage and linemarking plans have been received by Council for the extension of Peter Brock Drive associated with the subdivision of Oran Park South Tranche 34. The locations are highlighted on **Attachment 1**. This is related to a development application number DA/2017/324/1.

The Engineering Drawing No. 82016098-03-C5044, Rev. A prepared by Cardno provide details of the proposed signage, linemarking and devices (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/16	<p>The Local Traffic Committee recommends that Council approves, on Peter Brock Drive, Oran Park, the regulatory signs, linemarking and devices associated with the development of Oran Park South Tranche 34, as shown on the Engineering Drawing No. 82016098-03-C5044, Rev. A subject to:</p> <ol style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and iv. speed limit signage plan to be forwarded to RMS for approval.

This recommendation was supported unanimously by the four voting members.

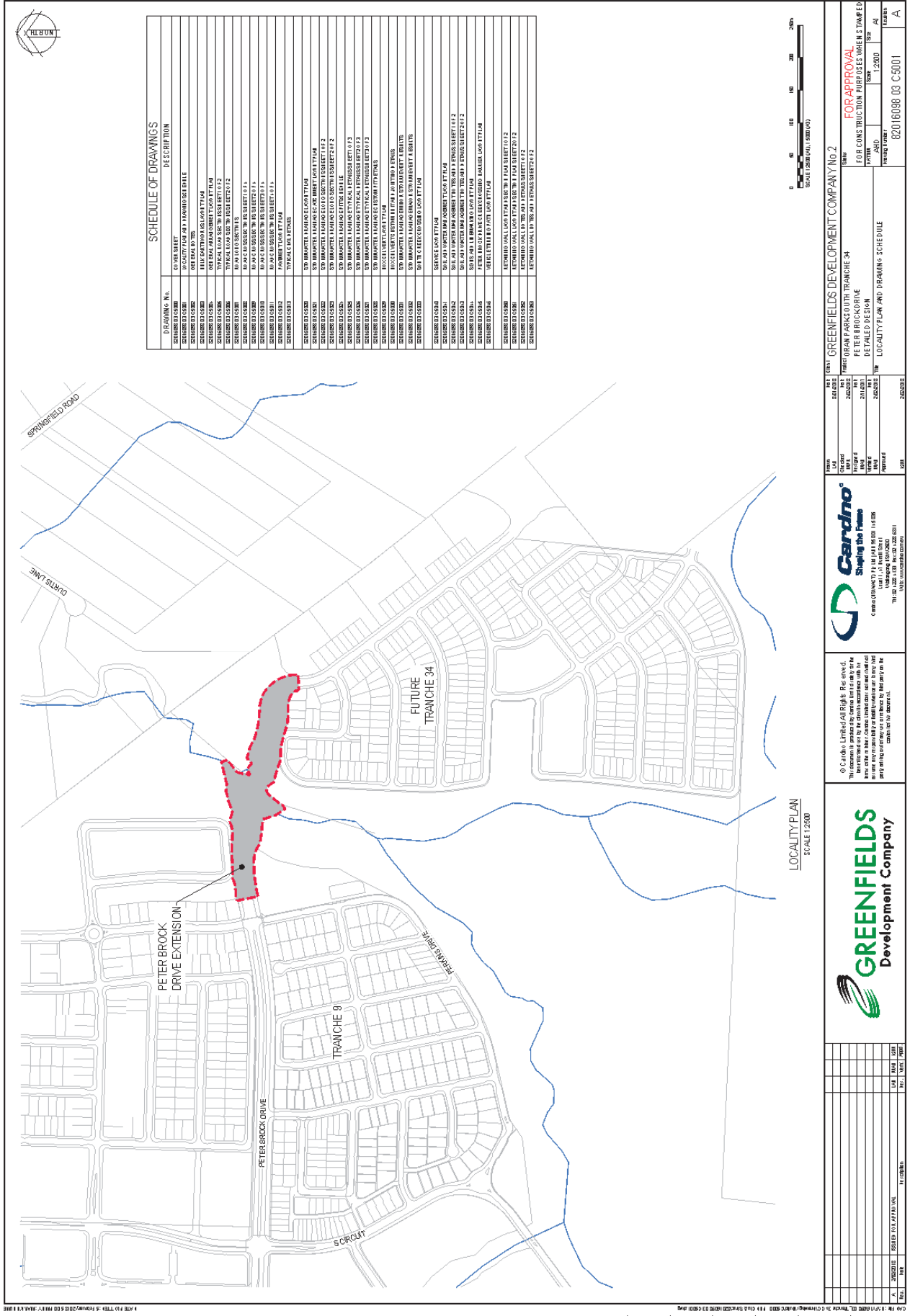
This recommendation has been resolved by a Council Officer under Delegated Authority.
dick

RECOMMENDED

That Council receives and notes the report on Peter Brock Drive, Oran Park – Signage, Linemarking and Devices associated with the subdivision of Oran Park South Tranche 34.

ATTACHMENTS

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



SCHEDULE OF DRAWINGS	
DRAWING No.	DESCRIPTION
CD 1001 SHEET	CD 1001 SHEET
CD 1002 SHEET	CD 1002 SHEET
CD 1003 SHEET	CD 1003 SHEET
CD 1004 SHEET	CD 1004 SHEET
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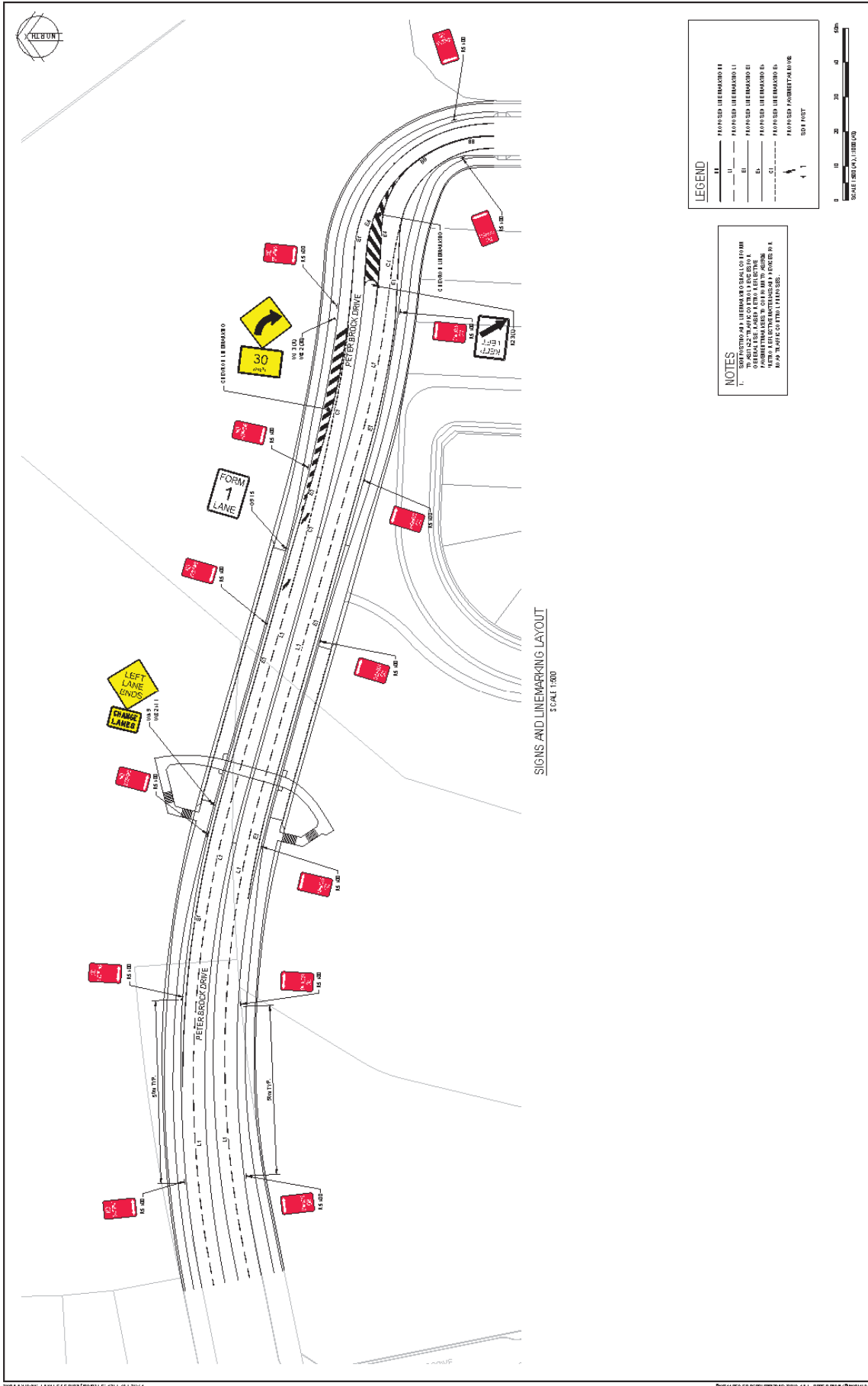
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NO.	DATE	BY	FOR
1	15/06/2018	KL	FOR APPROVAL
2	15/06/2018	KL	FOR CONSTRUCTION PURPOSES WHERE STAMPED
3	15/06/2018	KL	FOR APPROVAL
4	15/06/2018	KL	FOR APPROVAL
5	15/06/2018	KL	FOR APPROVAL
6	15/06/2018	KL	FOR APPROVAL
7	15/06/2018	KL	FOR APPROVAL
8	15/06/2018	KL	FOR APPROVAL
9	15/06/2018	KL	FOR APPROVAL
10	15/06/2018	KL	FOR APPROVAL

Project: ORAN PARK SOUTH TRANCHE 34
Site: PETER BROCK DRIVE
Drawing: DETAILED DESIGN
Scale: LOCALITY PLAN AND DRAWING SCHEDULE

Project No: 82016088 03 C-9001



SIGNS AND LINEMARKING LAYOUT
SCALE 1:400

LEGEND

- REVISION MEMORANDUM 11
- REVISION MEMORANDUM 10
- REVISION MEMORANDUM 9
- REVISION MEMORANDUM 8
- REVISION MEMORANDUM 7
- REVISION MEMORANDUM 6
- REVISION MEMORANDUM 5
- REVISION MEMORANDUM 4
- REVISION MEMORANDUM 3
- REVISION MEMORANDUM 2
- REVISION MEMORANDUM 1

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NOTES

1. ALL SIGNAGE AND LINEMARKING SHALL BE IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) MANDATORY GUIDELINES FOR ROAD SIGNS AND LINEMARKING (MGL) 2012 EDITION.

2. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) MANDATORY GUIDELINES FOR ROAD SIGNS AND LINEMARKING (MGL) 2012 EDITION.

3. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) MANDATORY GUIDELINES FOR ROAD SIGNS AND LINEMARKING (MGL) 2012 EDITION.



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Project No: 18010000000000000000 Drawing No: 18010000000000000000 Date: 18/06/2018 Author: [Name] Checker: [Name] Engineer: [Name]	Project Name: ORAN PARK SOUTH TRANCHE 24 Drawing Title: PETER BROCK DRIVE Drawing Description: DETAILED DESIGN Drawing Subtitle: SIGNS AND LINEMARKING LAYOUT PLAN	Client: GREENFIELDS DEVELOPMENT COMPANY No 2 Project Manager: [Name] Design Manager: [Name]	Revision No: 1 Revision Description: FOR APPROVAL Revision Date: 18/06/2018	Scale: 1:400 Drawing Size: A4 Drawing Code: 620160088 03 C5044	Drawing No: 18010000000000000000 Drawing Title: PETER BROCK DRIVE Drawing Description: DETAILED DESIGN Drawing Subtitle: SIGNS AND LINEMARKING LAYOUT PLAN



LOCAL TRAFFIC COMMITTEE

LTC26

SUBJECT: JACKSON CRESCENT, ELDELSLIE - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF ELDELSLIE.

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/177199

ELECTRONIC MEETING ITEM DATE: 2 May 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans for the extension of Jackson Crescent, Elderslie associated with the subdivision of Elderslie.

MAIN REPORT

A signage and linemarking plan has been received by Council for the extension of Jackson Crescent from Nettleton Street to Lodges Road, associated with the subdivision of Elderslie. The locations are highlighted on **Attachment 1**. This is related to a development application number DA/2016/1428/1.

The Engineering Drawing No. 110435/CC12, Rev. C prepared by J. Wyndham Prince provide details of the proposed signage, linemarking and devices (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that the Committee supports the proposed measures.

It should be noted that Give Way signage and marking has been proposed at the Jackson Crescent / Lodges Road intersection for road safety reasons due to this intersection being located opposite the school.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/17	<p>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Jackson Crescent, Elderslie, the regulatory signs, line marking and Devices associated with the development of Elderslie, as shown on the Engineering Drawing No. 110435/CC12, 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; iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and iv. speed limit signage plan, including school zone speed limit signage to be forwarded to RMS for approval.

This recommendation was supported unanimously by the four voting members.
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Jackson Crescent, Elderslie – Signage, Linemarking and Devices associated with the subdivision of Elderslie.

ATTACHMENTS

1. Site Location - Jackson Crescent, Elderslie
2. Signage and Linemarking Plan - Jackson Crescent, Elderslie

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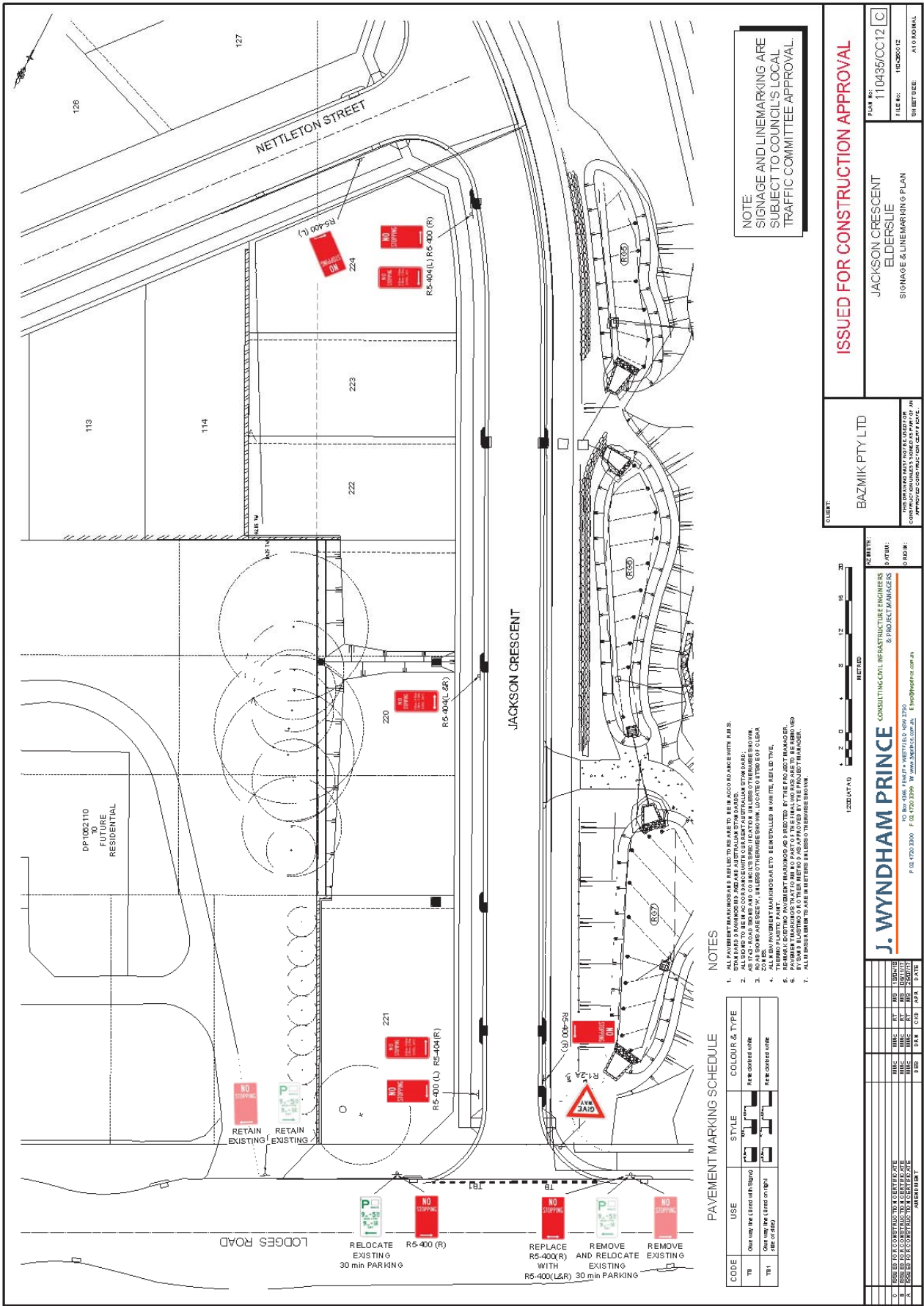


Subject Site

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

Map Scale: 1:2363
Projection: GDA94 / MGA zone 56
Date: 2/05/2018 10:23 AM

DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.



NOTE:
SIGNAGE AND LINEMARKING ARE
SUBJECT TO COUNCIL'S LOCAL
TRAFFIC COMMITTEE APPROVAL.

NOTES

1. ALL PAVEMENT MARKINGS REFERRED TO ARE TO BE IN ACCORDANCE WITH DATS.
2. SIGN BOARD DIMENSIONS TO BE AS PER AUSTRALIAN STANDARDS.
3. ALL SIGN BOARD ARE TO BE 1000mm HIGH UNLESS OTHERWISE SPECIFIED.
4. ALL SIGN BOARD ARE TO BE 1000mm WIDE UNLESS OTHERWISE SPECIFIED.
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7. ALL SIGN BOARD ARE TO BE 1000mm WIDE UNLESS OTHERWISE SPECIFIED.

PAVEMENT MARKING SCHEDULE

CODE	USE	STYLE	COLOR & TYPE
T1	One way (see legend on right)	[Symbol]	RED COLORED WIRE
T2	One way (see legend on right)	[Symbol]	RED COLORED WIRE

ISSUED FOR CONSTRUCTION APPROVAL

CLIENT: BAZMIK PTY LTD

JACKSON CRESCENT
ELDERSLIE
SIGNAGE & LINEMARKING PLAN

DATE: 11/04/18
FILE NO: 110435/CC/12/C
BY: [Signature]

J. WYNDHAM PRINCE CONSULTING CIVIL INFRASTRUCTURE ENGINEERS & PROJECT MANAGERS

10 BOX 406, HENRY STREET, MELB 3207
P.O. BOX 123, 123 ST, MELB 3207
P.O. 123, 123 ST, MELB 3207

12 0 8 16 20 METRES



LOCAL TRAFFIC COMMITTEE

LTC27

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

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/177253

ELECTRONIC MEETING ITEM DATE: 8 May 2018

PURPOSE OF REPORT

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

MAIN REPORT

BreastScreen New South Wales has applied to Council to suspend 7 parking spaces to park their mobile breast screening van in the car park off Cawdor Road, Camden, from Friday 18 May to Friday 22 June 2018 (see **Attachment 1**). The van would be in operation from 8:45am to 4:30pm weekdays, offering free screening mammograms to eligible women for the early detection of breast cancer.

The van successfully operated in this location last year. It is not considered that the proposal would have a significant impact on parking provision or traffic operation in the area. It is therefore recommended that concurrence is given to the application, subject to conditions.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/18	<p>The Local Traffic Committee recommends that Council, on the eastern side of the Onslow car park, Camden, opposite Camden Sports Club:</p> <ol style="list-style-type: none"> i. approves the temporary suspension of 7 parking spaces from Friday 18 May to Friday 22 June 2018; ii. the applicant shall advise in writing to Camden Sports Club about the traffic management operations; iii. the applicant shall provide a proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party; and iv. the applicant is responsible for organising, installing and removing all barriers and signs associated with the temporary suspension of parking spaces on the approved date.

This recommendation was supported unanimously by the four voting members.

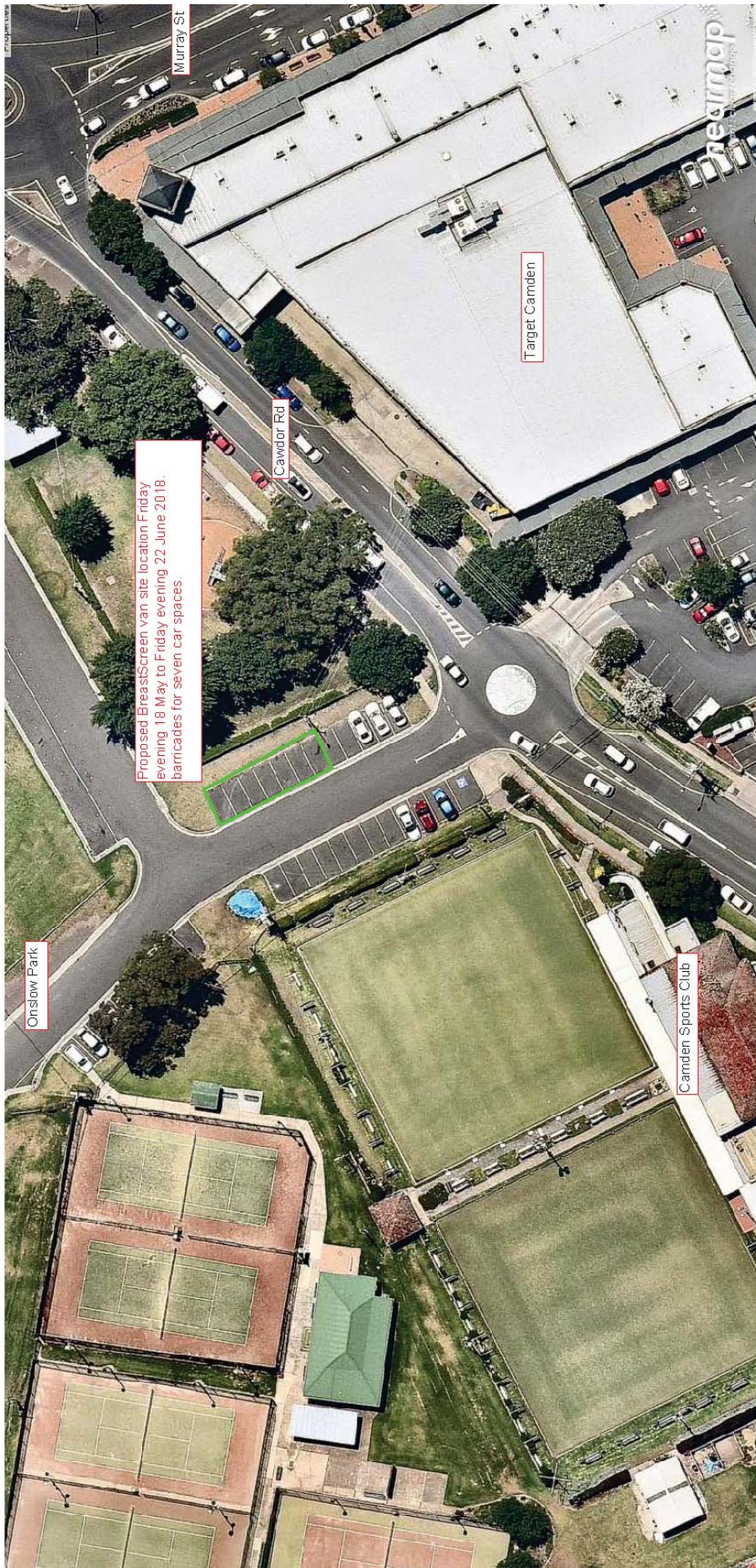
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

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

ATTACHMENTS

1. Site Location - Cawdor Road, Camden



LOCAL TRAFFIC COMMITTEE

LTC28

SUBJECT: MITCHELL STREET, CAMDEN - SUSPENSION OF ON STREET PARKING SPACES FOR ST PAUL'S CAMDEN SCHOOL FETE 2018

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/177301

ELECTRONIC MEETING ITEM DATE: 10 May

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of on street parking spaces for the St Paul's Camden School Fete.

MAIN REPORT

St Paul's Catholic Primary School, Camden has requested traffic management measures to facilitate the operation of a school fete to be held on Saturday, 26 May 2018. The measures include temporarily placing barriers in parking spaces in Mitchell Street, between John Street and Elizabeth Street and the Larkin Place carpark. Further, due to consideration of possible security issues, physical vehicles have been proposed to be used as static barriers at the entry points to prevent hostile vehicles driving through crowded places.

The School has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours to improve pedestrian safety and to facilitate the movement of heavy vehicles supplying fairground equipment to the event. There are four affected spaces on Mitchell Street (two on either side of the school entrance) and six parking spaces in Larkin Place (three on either side of the school entrance) as shown in **Attachment 1**.

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

The temporary loss of parking provision during this event is considered to have minimal impact. It is therefore recommended that concurrence is given to the application, subject to conditions.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/19	<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, 24 May 2018 until 6pm on Saturday, 26 May 2018, to facilitate the St Paul's Catholic Primary School Fete, subject to:</p> <p>i. the organisers providing proof of a minimum \$20 million Public Liability Insurance, noting Council as an interested party; and</p>



	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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This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

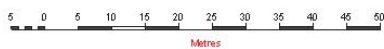
That Council receives and notes the report on Mitchell Street, Camden – Suspension of On Street Parking Spaces for St Paul’s Camden School Fete 2018.

ATTACHMENTS

1. Traffic Management Plan - St Paul's Camden School Fete 2018

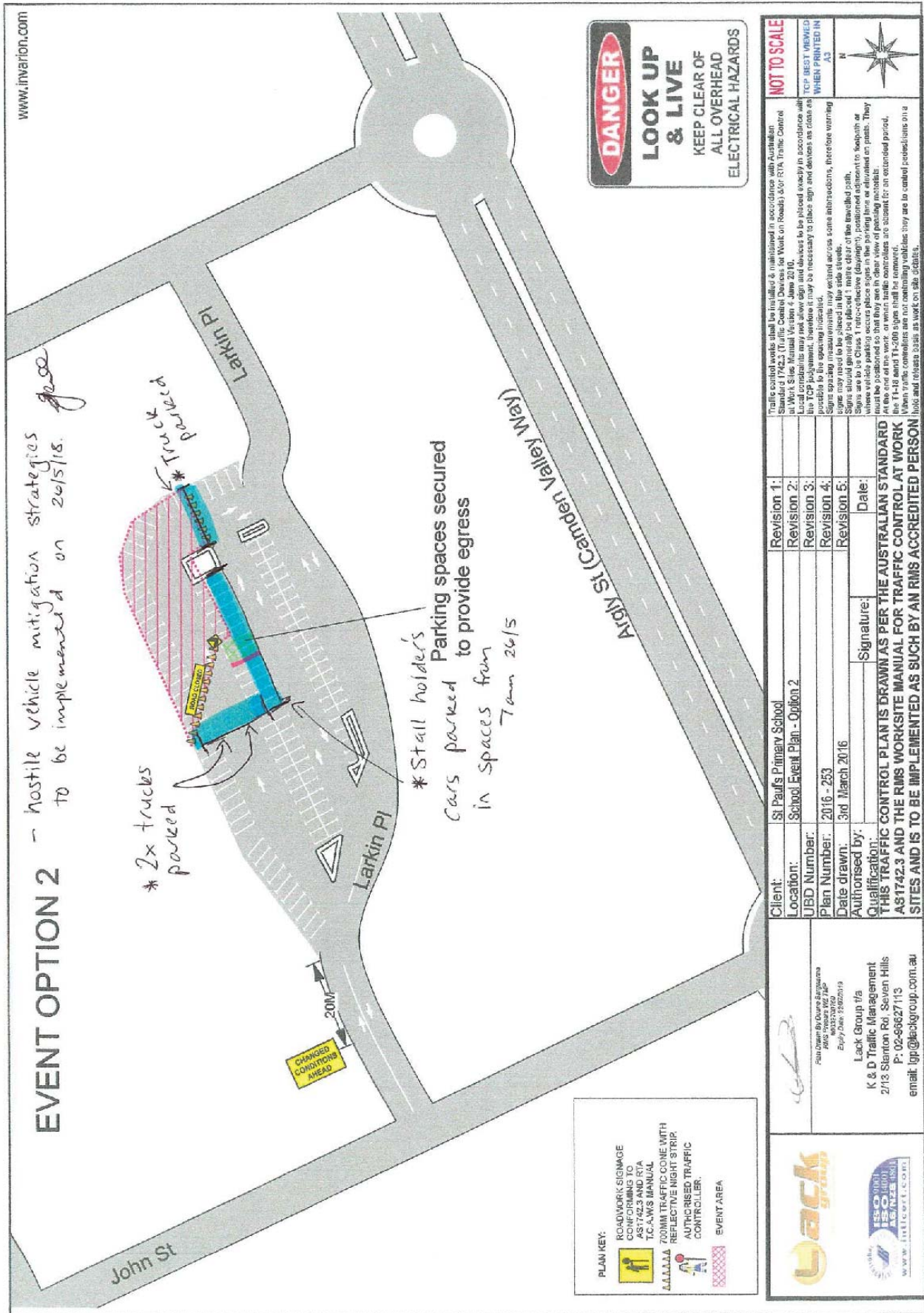


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LOCAL TRAFFIC COMMITTEE

LTC29

SUBJECT: PROVIDENCE DRIVE, GLEDSDOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF 900B CAMDEN VALLEY WAY

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/177812

ELECTRONIC MEETING ITEM DATE: 29 May 2018

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans for the construction of new roads associated with the subdivision of 900B Camden Valley Way, Gledswood Hills.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the subdivision of 900B Camden Valley Way, Gledswood Hills. The main collector road through the precinct is named Providence Drive (Road MC01). The locations are highlighted on **Attachment 1**. This is related to development application number DA/2015/1232/1.

The Engineering Drawing No. EC31-CI-509, Rev. 6, EC31-CI-510, Rev.6, EC31-CI-511, Rev.05, EC31-CI-512, Rev.5, EC31-CI-513, Rev.6, EC31-CI-514, Rev.7, EC31-CI-515, Rev.6, EC31-CI-516, Rev. 7, EC31-CI-517, Rev.6 prepared by Sekisui House provide details of the proposed signage, linemarking and devices (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/20	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Providence Drive, Gledswood Hills, associated with the development of 900B Camden Valley Way, as shown on the Engineering Drawing No. EC31-CI-509, Rev. 6, EC31-CI-510, Rev.6, EC31-CI-511, Rev.05, EC31-CI-512, Rev.5, EC31-CI-513, Rev.6, EC31-CI-514, Rev.7, EC31-CI-515, Rev.6, EC31-CI-516, Rev. 7, EC31-CI-517, Rev.6, subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and iv. speed limit signage plan to be forwarded to RMS for approval.



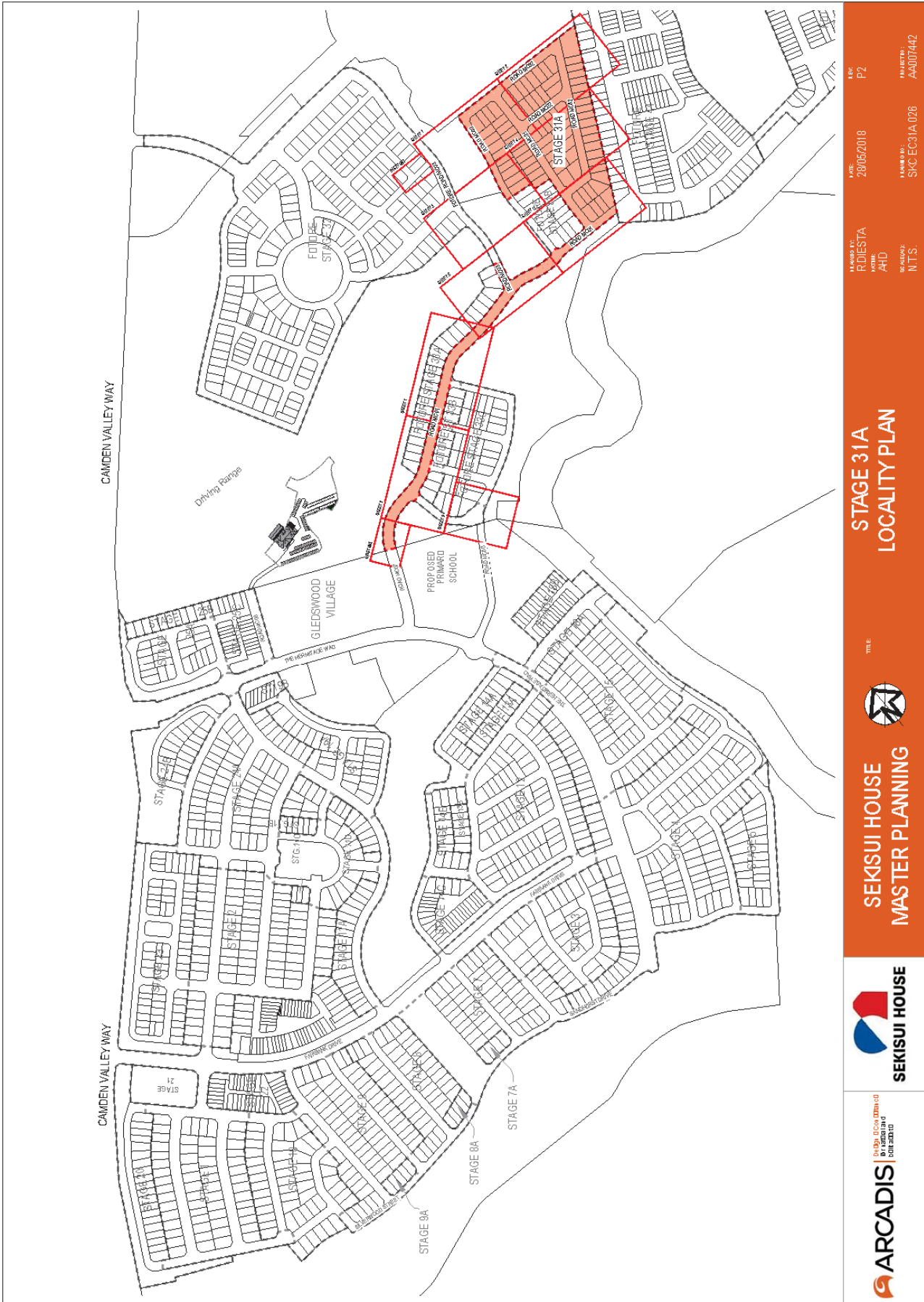
This recommendation was supported unanimously by the four voting members.
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

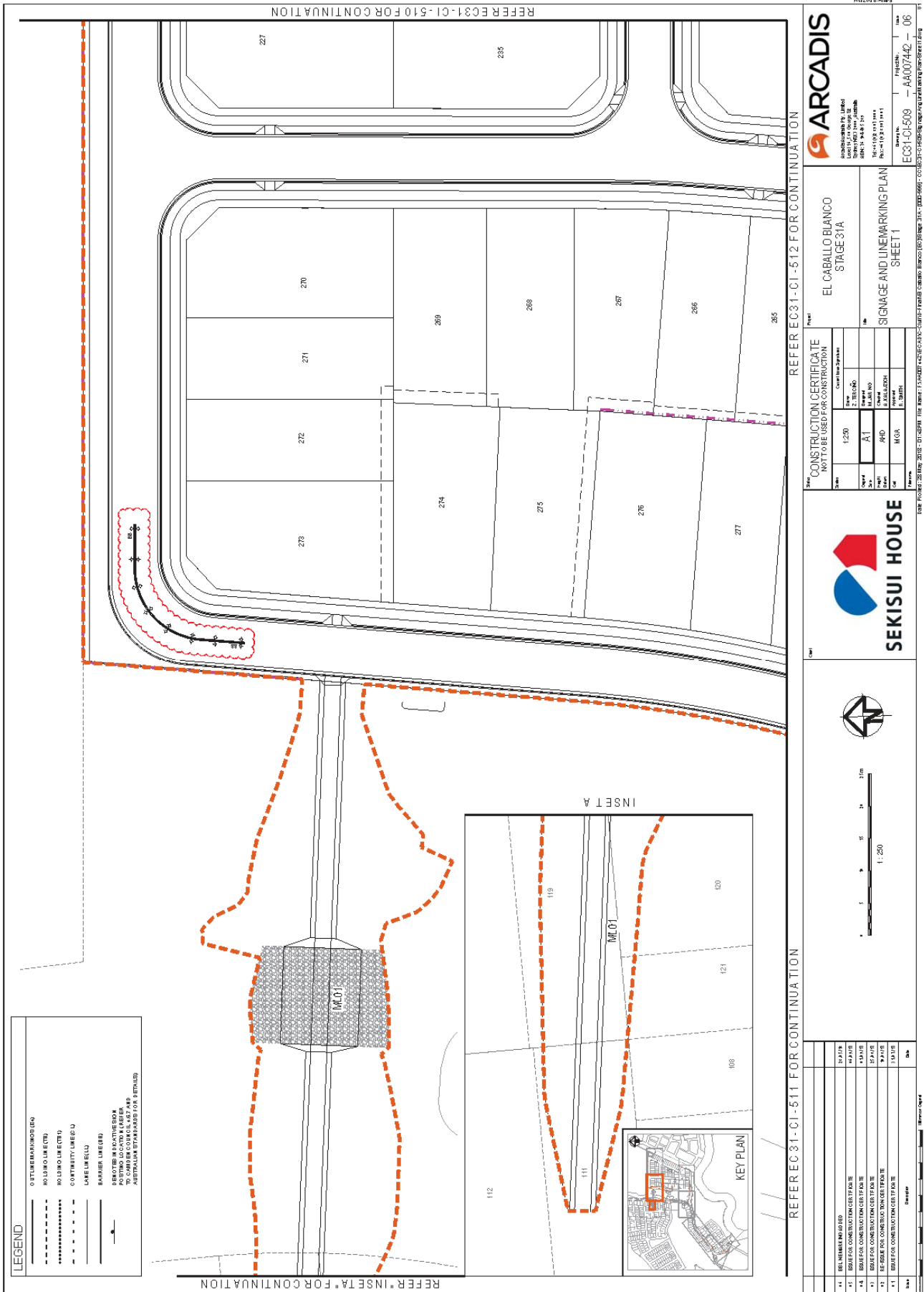
That Council receives and notes the report on Providence Drive, Gledswood Hills – Signage, Linemarking and Devices associated with the Subdivision of 900B Camden Valley Way.

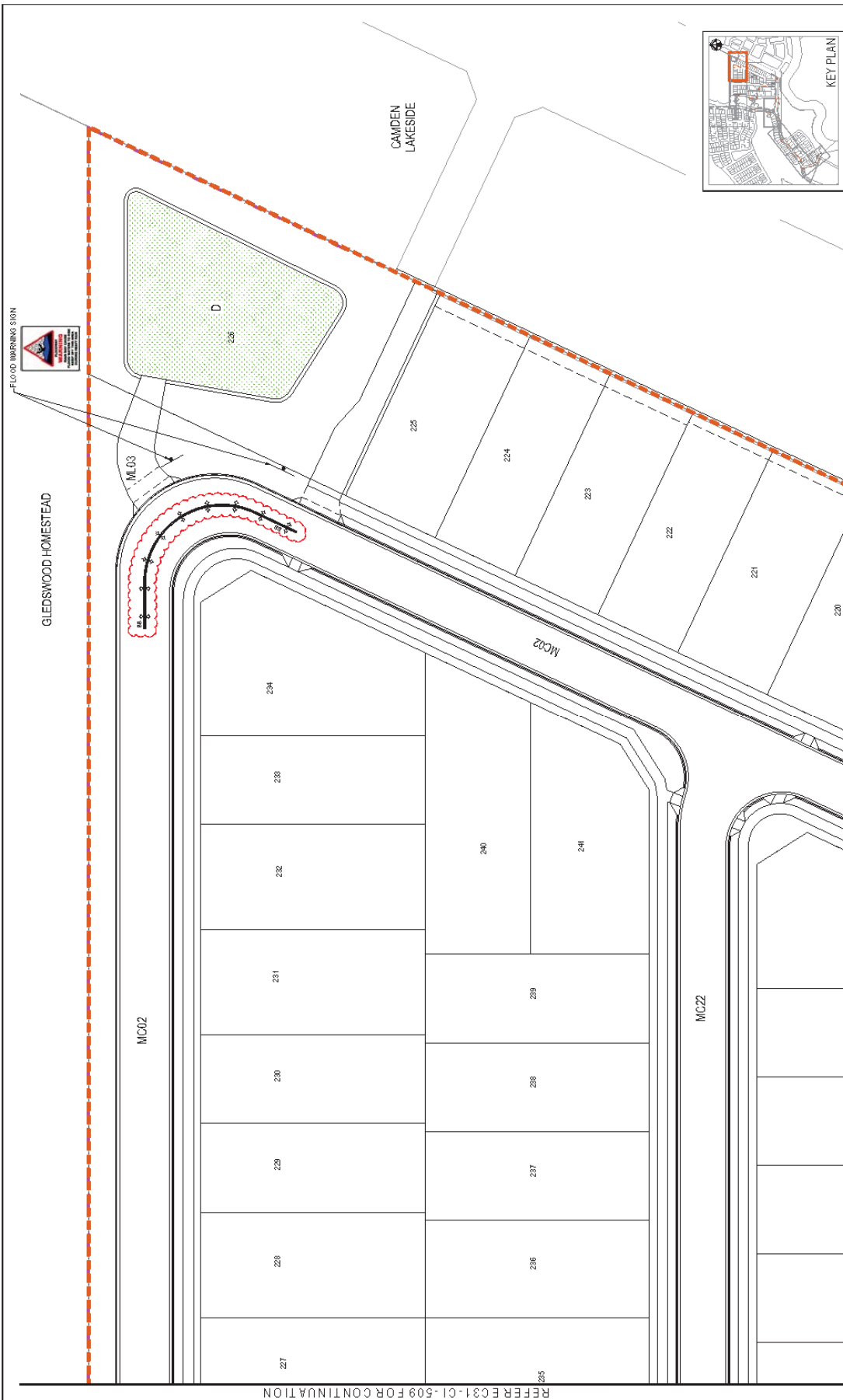
ATTACHMENTS

1. Site Location - 900B Camden Valley Way, Gledswood Hills
2. Signage and Linemarking Plans - 900B Camden Valley Way, Gledswood Hills



<p>PROJECT: P2 DATE: 20/06/2018 PROJECT: P2 PROJECT: P2</p>	<p>PROJECT: P2 DATE: 20/06/2018 PROJECT: P2 PROJECT: P2</p>	<p>PROJECT: P2 DATE: 20/06/2018 PROJECT: P2 PROJECT: P2</p>	<p>PROJECT: P2 DATE: 20/06/2018 PROJECT: P2 PROJECT: P2</p>
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REFER EC31-CI-509 FOR CONTINUATION

REFER EC31-CI-512 FOR CONTINUATION

SEKISUI HOUSE

EL CABALLO BLANCO STAGE 31A

SIGNAGE AND LINEMARKING PLAN SHEET 2

ARCADIS

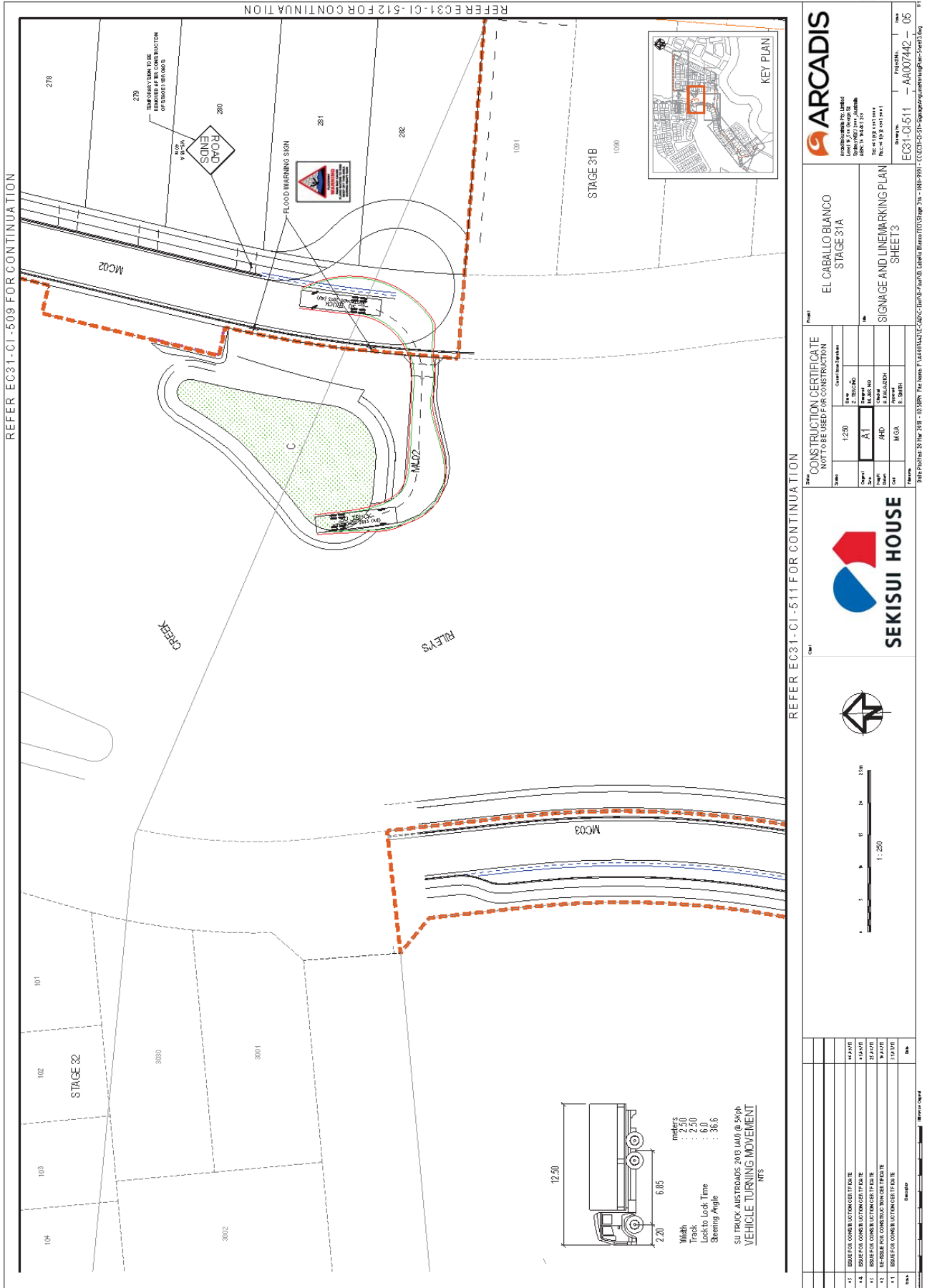
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09/1/18	REVISION FOR CONSTRUCTION CERTIFICATE		
07/1/18	REVISION FOR CONSTRUCTION CERTIFICATE		
05/1/18	REVISION FOR CONSTRUCTION CERTIFICATE		
03/1/18	REVISION FOR CONSTRUCTION CERTIFICATE		

CONSTRUCTION CERTIFICATE NOT TO BE USED FOR CONSTRUCTION

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North Arrow



REFER EC31-CI-509 FOR CONTINUATION

REFER EC31-CI-512 FOR CONTINUATION

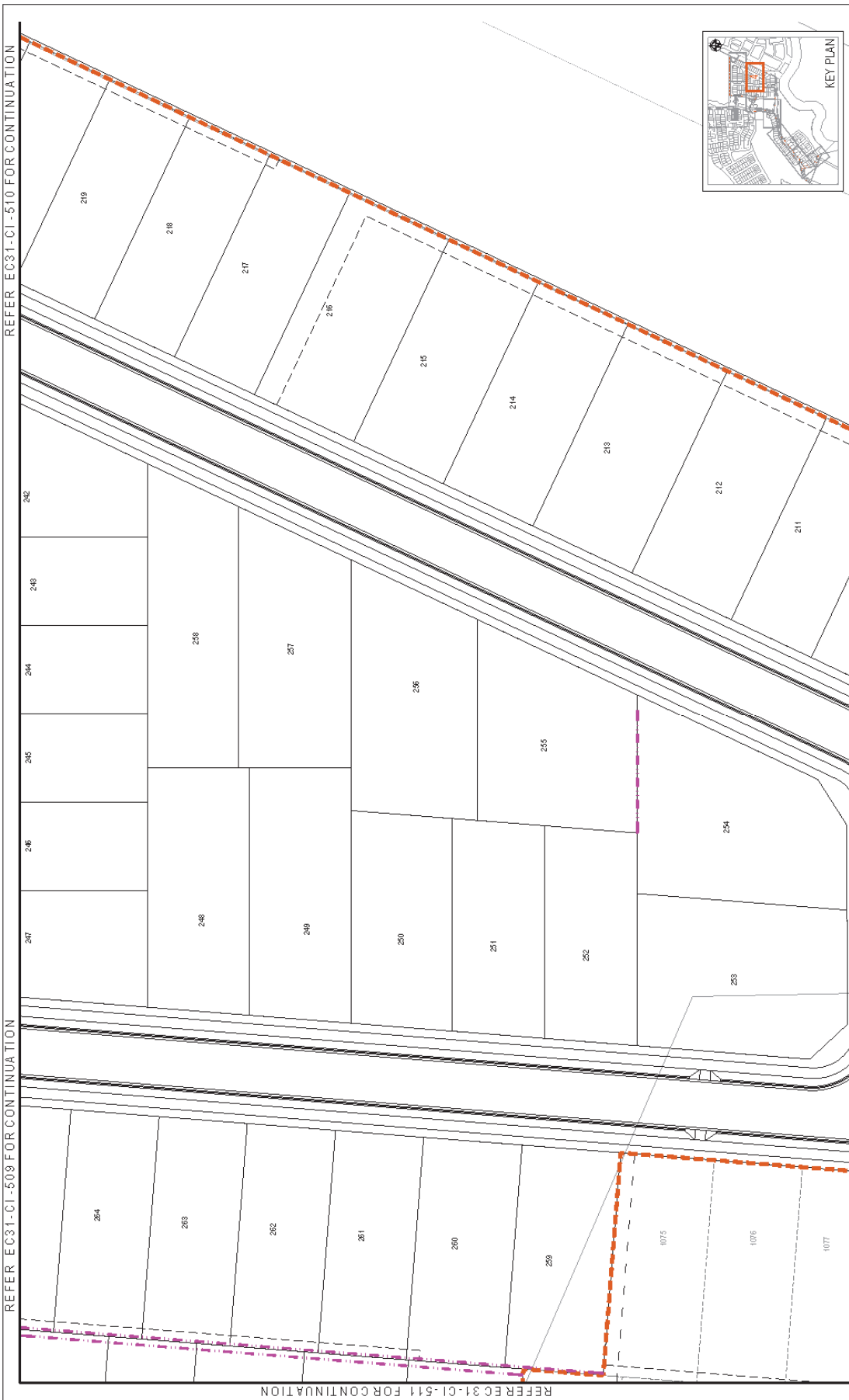
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Client	SECURIX	Project No.	10000000000000000000
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Checked	ML02	Project No.	10000000000000000000
Client	SECURIX	Project Name	SECURIX
Project No.	10000000000000000000	Project Name	SECURIX
Project Name	SECURIX	Project No.	10000000000000000000

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SU TRUCK AUSTRALAS 2015 L400 @ 50ph VEHICLE TURNING MOVEMENT NTS		

104 103 102 101 3002 3001 3000	278 279 280 281 282 1001 1000
STAGE 32	STAGE 31B



<p>ARCADIS 1000 Wellington Way, Level 10 Wellington, New Zealand Phone: +64 4 384 0100 Fax: +64 4 384 0101 Email: info@arcadis.com</p>		<p>EL CABALLO BLANCO STAGE 31A</p> <p>SIGNAGE AND LINEMARKING PLAN SHEET 14</p>		<p>Project No: EC31-CI-512 - AA007442 - 06</p>	
<p>CONSTRUCTION CERTIFICATE NOT TO BE USED FOR CONSTRUCTION</p>					
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Drawn	ARCADIS	Project	EL CABALLO BLANCO	Scale	1:250
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SEKISUI HOUSE

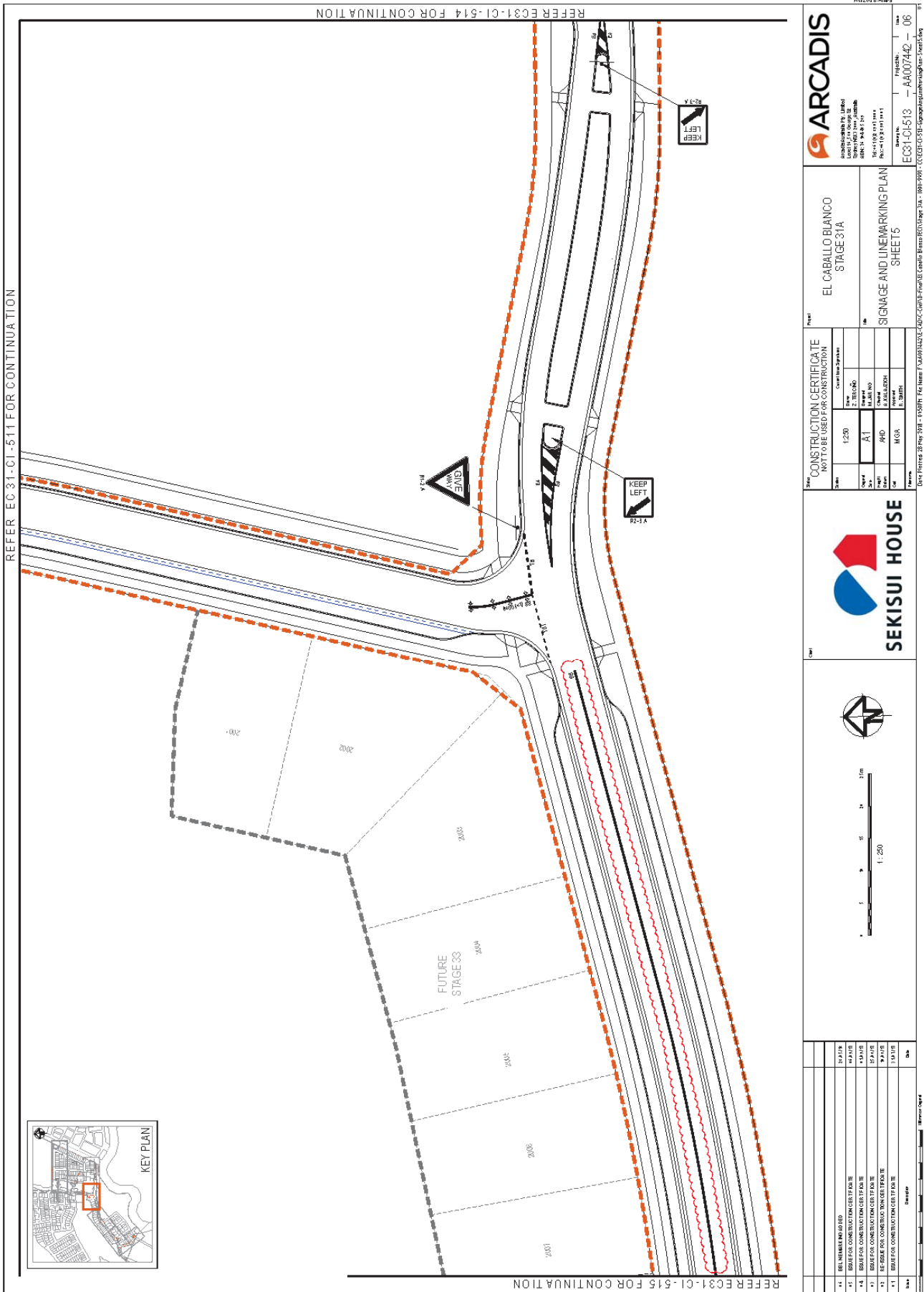
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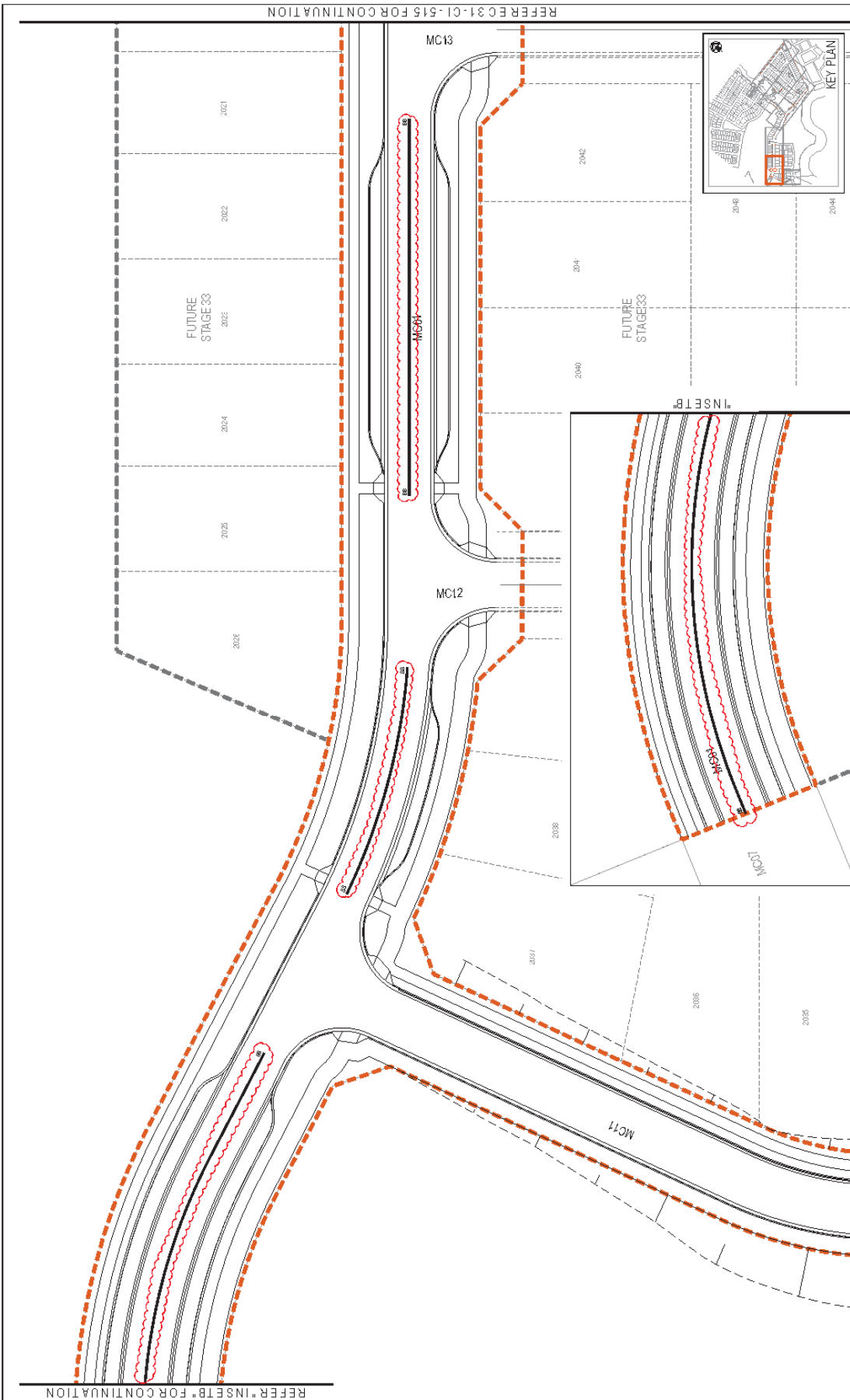
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North Arrow

Attachment 2

LTC29





REFER EC 31-CI-517 FOR CONTINUATION

REFER EC 31-CI-515 FOR CONTINUATION

REFER "INSETB" FOR CONTINUATION

1.1	SEE NUMBERING SHEET	DATE	1:250	SCALE	1:250
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1.8	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.9	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.10	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.11	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.12	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.13	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.14	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.15	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.16	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.17	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.18	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.19	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250
1.20	SCALE FOR CONSTRUCTION CERTIFICATE	DATE	1:250	SCALE	1:250

SEKISUI HOUSE

CONSTRUCTION CERTIFICATE
NOT TO BE USED FOR CONSTRUCTION

EL CABALLO BLANCO
STAGE 31A

SIGNAGE AND LINEMARKING PLAN
SHEET 18

ARCADIS

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