



# Local Traffic Committee Business Paper

## LATE ITEMS

**Committee Meeting**  
**3 September 2019**

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**Meeting Rooms 1 & 2**



**LATE ITEMS**  
**LOCAL TRAFFIC COMMITTEE**

**ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE**

**ELECTRONIC MEETING ITEMS**

LTC31     The Cascades, Mount Annan - Reconsideration Of Speed Cushions ..... 3

## LOCAL TRAFFIC COMMITTEE

LTC31

**SUBJECT: THE CASCADES, MOUNT ANNAN - RECONSIDERATION OF SPEED CUSHIONS**

**FROM:** Acting Director Community Assets

**TRIM #:** 19/256870

### PURPOSE OF REPORT

To resubmit the report **LTC 10 – The Cascades, Mount Annan – Speed Cushions** which was deferred by Council at the meeting of the 9 July following a public representation by a Mount Annan resident who has identified a number of concerns for review. This report will address these issues raised by the resident. Further, this report seeks to resubmit the previous recommendations.

### BACKGROUND

In LTC 10 tabled at the Local Traffic Committee on 4 June 2019 recommended speed cushions be installed on The Cascades to reduce vehicle speeds on the approach to the intersection with The Waters. A resident tabled a number of concerns which have been addressed in the main report.

### MAIN REPORT

The Cascades, Mount Annan is a primary access road between Welling Drive and Waterworth Drive in Mount Annan. It is 7.5 metres wide and has a default speed limit of 50km/h. Traffic speed and volume counts were undertaken in July 2018. These identified average daily volumes of 3,338 vehicles and 85<sup>th</sup> percentile speed of 49.5 km/h. Council has referred speeding complaints to NSW Police a number of times over a period of years.

A proposal was presented to the Local Traffic Committee in June 2019 for speed cushions to be installed at a location south of the intersection with The Waters due to reduced sightlines at this location (see **Attachment 1**). The LTC recommended approval for this proposal but at the meeting of Ordinary Council on 9 July 2019, this item was deferred to the next Local Traffic Committee Meeting. A Public Address was made at the Council meeting expressing concern about the speed cushions and presented an alternative proposal to consider a one-way system. This and a number of other items raised at the Council meeting have been addressed below.

### **General Concerns**

| <b>Customer Comment</b>  | <b>Council Officer Response</b>   |
|--|---|
| There has been no evidence on police records of any accidents to warrant the instalment of speed cushions. | There is a record of one crash at the intersection of The Cascades and The Waters and anecdotal evidence from the community of near misses. |



| <b>Customer Comment</b>  | <b>Council Officer Response</b>   |
|--|---|
| Experience shows, using speed cushions does not fully prevent some drivers from speeding. As an example, the current "slow down" sign is ignored by many drivers.  | Research indicates that vertical deflections (i.e. road humps) are the most effective measures to significantly reduce speed. Signage has a lower impact on speed reduction.  |
| The dangers imposed by drivers turning <b>right</b> into the Cascades, from The Waters, with incoming traffic approaching from the Welling drive side. Personally, I have witnessed two accidents during the 20 years living here, which may have gone unreported  | Noted. This is the primary purpose of the proposed speed cushions near this location. In late 2017 Council installed Stop control and a barrier line in The Waters at this intersection.  |
| The noise pollution due to bumping of tyres on the speed cushions, drivers accelerating after, and the sound of screeching tyres, next to the main bedrooms.   | Speed cushions can generate noise and as such are generally avoided on collector roads. However The Cascades has lower volumes and a relatively low proportion of heavy vehicles. Additionally, larger vehicles can straddle speed cushions. Prefabricated speed cushions generally create less noise than asphalt speed humps. |
| Ugly looks of tyre marks on the road, and devaluation of the <b>area</b> .   | Conclusive evidence of this is not available.   |
| Due to the narrow road with no markers in the middle, some drivers tend to take advantage of the full width of the road, endangering the oncoming traffic.   | The road design of The Cascades generally contributes to reasonable speed environment, evidenced by traffic surveys.  |
| During the Christmas holiday period, the road imposes a real risk to many of Christmas lighting onlookers. People walking in all directions, as well as, cars parked on both sides of the road, leaves one space only for cars to get through. During this time, the risk of accident, or possible fatality, is very high. It takes me anywhere from 5-10 minutes to get to my home from The Rogers way. | Noted. Council is again considering some temporary parking restrictions in The Cascades during December to assist in managing visitation and traffic flows at that time.  |

### One Way Proposal

| <b>Customer Comment</b>  | <b>Council Officer Response</b>   |
|--|---|
| Ample parking space for all residents, on one side, providing ample space for the flow of traffic. Reducing the risk of accidents, especially during the peak holiday periods. | The supply of on street parking is not assessed to be a significant concern in The Cascades, the impact of Christmas Light displays during December is noted. |

| Customer Comment   | Council Officer Response   |
|--|--|
| Less damage to the grass median strips, increasing the look of the area, and less maintenance and water usage by the owners. Currently, I and front neighbour have planted several bottlebrush trees to prevent people damaging the median strips. In particular with the new grass planted. | Noted, one-way traffic may not resolve this issue.   |
| People naturally tend to slow down while there is limited one-way space to drive through.  | Research indicates that one-way streets tend to result in higher speeds as drivers know vehicles will not be travelling in the opposite direction.   |
| Cars parked on one side, between the road and the pedestrian footpath, also provide protection against run away vehicles that could endanger the pedestrians; especially during the busy periods.  | There is no evidence of this type of collision in the crash data. Formalising parking on one side could lead to higher speeds and is likely to impact negatively on a large number of residents. |
| Easy access by delivery trucks, who tend to block the road, reducing the risk of accidents.  | One-way traffic may not resolve this issue.  |
| Better traffic flow.   | The flow of traffic is not assessed to be a significant concern in The Cascades, the impact of Christmas Light displays during December is noted.  |
| Residents who have to travel further to get to the shops (Coles), will need to travel an extra 1.2 km as the worst case (or about 1.5 minutes).  | 173 residences gain access via The Cascades. If The Watermark was also made one way, over 350 residences would be affected by the proposal.  |

**Other considerations**

The one-way proposal is likely to result in increased traffic on The Watermark.

A significant number of traffic signs (including one-way repeater signs) and traffic islands would be required along the length of The Cascades under the one-way proposal.

Alternative proposals have also been considered. However, a chicane or road narrowing is not recommended at this location due to reduced sightlines. A threshold treatment with coloured and/or textured surface was also considered. However if there is no vertical deflection, the impact is assessed to be significantly less than the speed cushion proposal.

On balance, the speed cushion proposal is considered the most appropriate measure to reduce speed on The Cascades at this specific location near the intersection with The Waters.

**FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

It is proposed that any measures be funded from Council's Minor Traffic Facilities



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budget for the 2019/20 financial year.

### **CONCLUSION**

Speed cushions have been proposed for a location in The Cascades and Local Traffic Committee has been requested to consider an alternative proposal for a one-way system.

### **RECOMMENDED**

**The Local Traffic Committee recommends, following a request from Council for further investigation, that Council approves in The Cascades, Mount Annan, a set of two speed cushions with associated linemarking and signage (W3-4 and W5-10) near the intersection with The Waters.**

### ATTACHMENTS

1. The Cascades LTC Report 4 June 2019



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## LOCAL TRAFFIC COMMITTEE

### LTC10

**SUBJECT:** THE CASCADES, MOUNT ANNAN - SPEED CUSHIONS  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/107828

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#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of speed cushions on The Cascades, Mount Annan near the intersection with The Waters.

#### BACKGROUND

Speed Cushions are proposed on The Cascades to reduce vehicle speeds on the approach to the intersection with The Waters. This is to improve safety for vehicles exiting The Waters onto The Cascades.

#### MAIN REPORT

The Cascades, Mount Annan is a primary access road between Welling Drive and Waterworth Drive in Mount Annan. It is 7.5 metres wide and has a default speed limit of 50km/h. Traffic speed and volume counts were undertaken in July 2018. These identified average daily volumes of 3,338 vehicles and 85<sup>th</sup> percentile speed of 49.5 km/h. Council has referred speeding complaints to NSW Police a number of times over a period of years.

The road has a horizontal and vertical curve south of the intersection with The Waters. The bend compromises sightlines for motorists exiting The Waters when vehicles are traveling along The Cascades. A STOP sign and line were installed at this location in late 2017. However, to address ongoing concerns speeding concerns, speed cushions are proposed at this location. Warning signage would be installed together with hump markings in accordance with Australian Standard AS 1742.13.

Consultation has been undertaken with affected owners and occupiers in the vicinity. Ten responses were received. Nine were in support, six of whom requested that Council consider implementing additional speed humps. One requested that The Cascades be closed off at Welling Drive to stop vehicles using it as a thoroughfare to Mount Annan Drive and Narellan Road. The site will be monitored, and additional measures considered if deemed necessary. Another submission opposed the proposal, stating that the noise generated would impact on residential amenity. Whilst it is acknowledged that speed humps can generate noise, data shows that trucks using the road are of smaller size and numbers are relatively low. These vehicles are also wide enough to straddle the cushions to reduce noise.

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from Council's Minor Traffic Facilities budget for the 2019/20 financial year.

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This is the report submitted to the Local Traffic Committee held on 4 June 2019 - Page 37



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### CONCLUSION

It is considered that the speed cushions would cater for improved motorist safety at the intersection of The Waters with The Cascades and it is recommended that the committee supports these facilities.

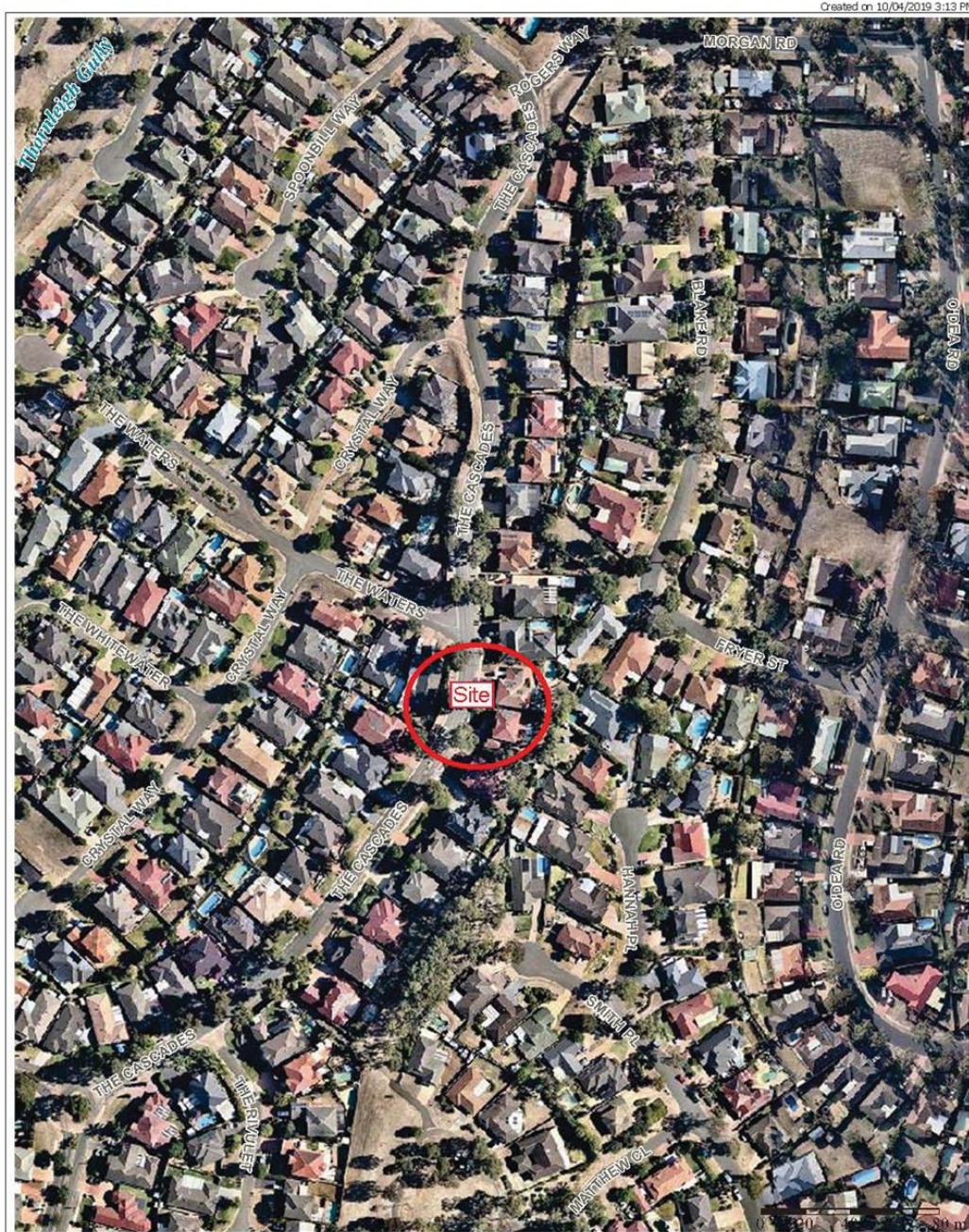
### RECOMMENDED

The Local Traffic Committee recommends that Council approves in The Cascades, Mount Annan, a set of two speed cushions with associated linemarking and signage (W3-4 and W5-10) near the intersection with The Waters.

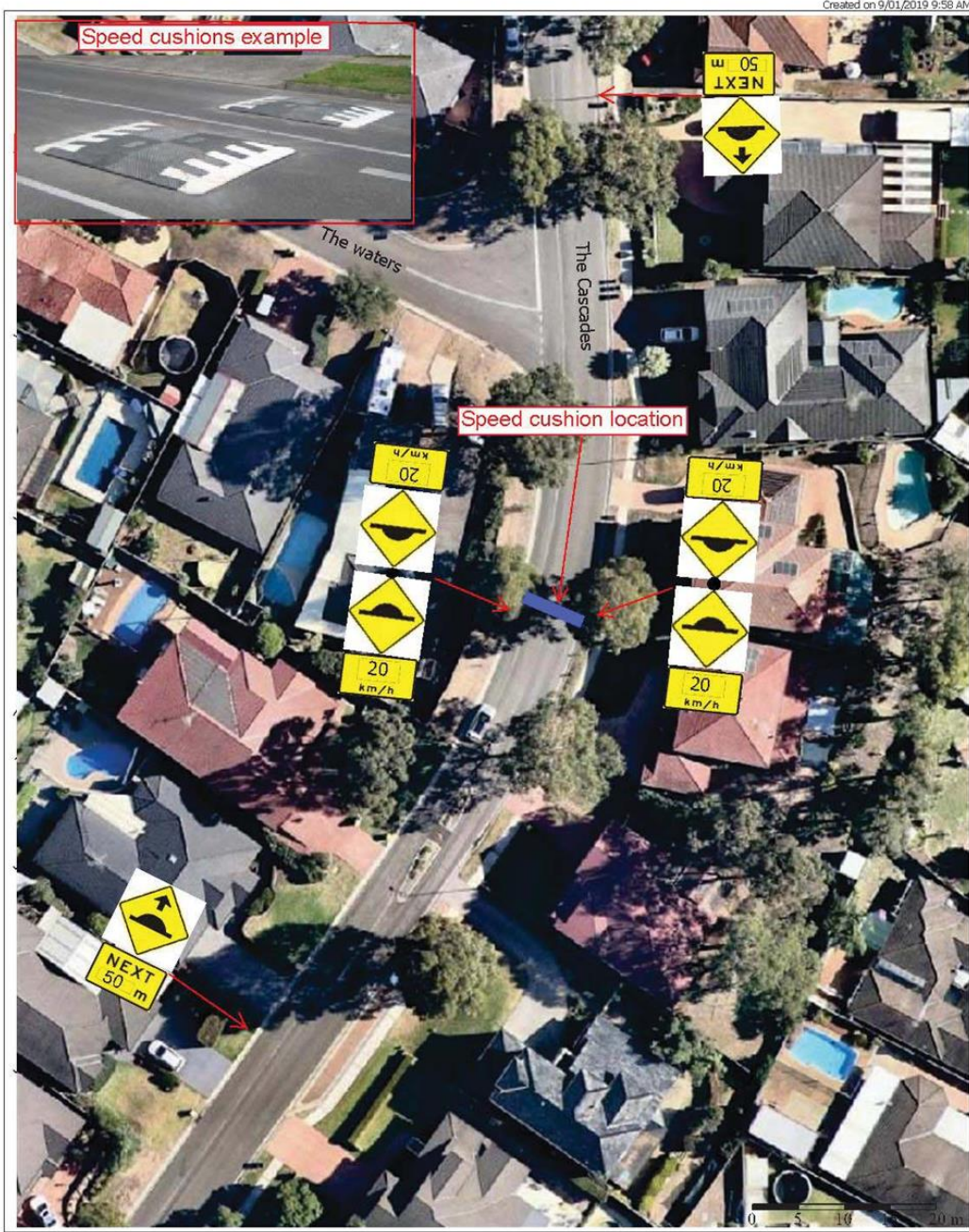
### ATTACHMENTS

1. Attachment 1
2. Attachment 2





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|   | <b>Subject Site</b>  |  |
| <p>Camden Council<br/>70 Central Ave<br/>ORAN PARK NSW 2570<br/>Telephone: 02 4954 7777<br/>Fax: 02 4954 7829<br/>Email: mail@camden.nsw.gov.au</p> | <p>The Cascades, Mount Annan</p> <p>Map Scale: 1:2257<br/>Projection: GDA94 / MGA zone 56<br/>Date: 10/04/2019 3:13 PM</p> | <p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p> |



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|---|---|---|
|   | <p><b>Subject Site</b><br/>The Cascades, Mount Annan</p>                                |   |
| <p>Camden Council<br/>70 Central Ave<br/>ORAN PARK NSW 2570<br/>Telephone: 02 4654 7777<br/>Fax: 02 4654 7820<br/>Email: mail@camden.nsw.gov.au</p> | <p>Map Scale: 1:564<br/>Projection: GDA94 / MGA zone 56<br/>Date: 9/01/2019 9:58 AM</p> | <p><b>DISCLAIMER:</b> This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p> |