
TRAFFIC COMMITTEE

TC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
DATED 27 MAY 2008
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

The Traffic Committee report dated 12 May 2008 was presented to Council meeting on Tuesday 27 May 2008. Council adopted the Local Traffic Committee's recommendations without amendment, Resolution No. ORD127/08.

RECOMMENDED

That the recommendations of the Committee's report dated 12 May 2008, be adopted.

RESOLUTION

That the recommendations of the Committee's report dated 12 May 2008, be adopted.

THE MOTION ON BEING PUT WAS CARRIED

TC28/08

ACTIONS

TRAFFIC COMMITTEE

TC02

SUBJECT: STATUS OF LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS
AND ACTION
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

The Committee are referred to the attached table:

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC29/08

ACTIONS

TRAFFIC COMMITTEE

TC03

SUBJECT: WELLING DRIVE AT HINES PLACE, MOUNT ANNAN
FROM: Director Works and Services
FILE NO: Traffic Facilities Request

PURPOSE OF REPORT

To gain support from the Camden Local Traffic Committee to install double barrier lines in Hines Place at Welling Drive, Mount Annan.

BACKGROUND

Council has received representations from a resident of Hines Place Mount Annan requesting that a 'No U Turn ' sign be placed on Welling Drive at Hines Place. The resident has advised that motorists who are dropping off children at Mount Annan High School perform a U-turn at Hines Place and considers this practice to be dangerous.

MAIN REPORT

Welling Drive between Rose Drive and Hines Place is a local road and is bitumen sealed from kerb to kerb; the road is 13m wide. The area is fully developed with Mount Annan High School on the western side of the road and residential properties on the eastern side. This portion of Welling Drive has been installed with a Traffic Management Scheme incorporating a number of traffic devices as part of the of the school's development consent. The traffic facilities provided include a wombat crossing in front of the school, a kerb blister at Hines Place, a painted median and edge line marking between Rose Drive and Hines Place, Bus Zone facilities and a lengthy section of Welling Drive covered by a School Zone speed limit (40k/hr). The above traffic facilities have been installed and packaged up as an overall scheme and married up to Council's existing roundabout at Rose Drive. Welling Drive, either side of the school Traffic Management Scheme and throughout, contains a double barrier centre line and edge lines 3m either side of the centre line. A further wombat crossing exists a short distance south of Hines Place (123m). This too is covered by a school zone providing a lengthy package of traffic facilities to aid traffic and pedestrian safety generally.

Complaint

The complainant has advised that motorists take a wide turn when performing the U-turn manoeuvre at Hines Place and traffic coming up Hines Place have to avoid being hit by these vehicles.

Site observations of the complaint with respect to motorists performing U-turns from Welling Drive at Hines Place was not seen at the time of the inspection. However, it is envisaged that motorist on Welling Drive that are stationary and indicating to turn right into Hines Place would have right of way over traffic exiting from Hines Place. This

being the case motorists on the Hines Place leg of the junction would have to wait for the traffic to clear before entering Welling Drive. The dilemma here is that motorists performing a U-turn (turn longer than a right turn) do so by the provision of a right turn indicator, which stationary motorists in Hines Place would interpret as a right turn manoeuvre rather than a U-turn manoeuvre. Motorists in Hines Place on seeing this right turn indicator applied, start to advance/roll forward occupying the path of the U-turning vehicle. As a result, the vehicle doing the U-turn is in danger of colliding with traffic in the Hines Place intersection area and, in stopping part way through the turn could inhibit other traffic wishing to turn right from Welling Drive to Hines Place and/or travelling northward along Welling Drive.

The complainant has requested that 'No U-turn ' restrictions be installed to prohibit the U-turn manoeuvre and minimise this risk.

Comment

The provision of 'No U-turn' restrictions is normally installed in the centre of the road under the protection of a median which is sufficient in width to shelter the sign from being hit by vehicles. The width of the median would have to be greater than the width of the sign, which in this case would be 450mm wide. At this location a narrow concrete median is present which is some 600mm wide and the installation of such a sign, when centrally located, will allow 75mm clearance either side of the sign. This is considered to be quite tight and there is a strong possibility that the overhang of large vehicle such as trucks, buses and normal passenger vehicles could hit the sign. This being the case Council could not support the request as the treatment would cause of other safety issues.

Council does however feel that the provision of a short section of double barrier line (with Raised Pavement Markers) say 10m long, together with a second continuity line to delineate a path for cyclists might discourage motorists from performing a U-turn purely because of the presence of the proposed linemarking. The installation of such a low cost treatment could be provided and may assist to reduce this practice. (see Attachment 1).

The cost of this facility is expected to be in the order of \$1,000.

Accident History

A check of Council's accident database has indicated that there have been no accidents recorded at this location.

CONCLUSION

The provision of a 'No U-turn' restriction sign is not supported as the sign could be easily hit by vehicles. However the installation of a low cost line marking as suggested in the above report has merit and may assist to deter the U-turn movement from being performed.

RECOMMENDED

- i. That the request to install 'No U-turn' restrictions in Welling Drive at Hines Place Mount Annan not be supported;
- ii. That Council instal a short section of double barrier line (with Raised Pavement Markers) in Hines Place together with a second continuity line for cycle travel to discourage the U-turn movement;
- iii. That Council monitor the location to gauge the effect of the line marking treatment; and
- iv. That Council advise the resident of this action.

RESOLUTION

- i. That the request to install 'No U-turn' restrictions in Welling Drive at Hines Place Mount Annan not be supported;
- ii. That Council instal a short section of double barrier line (with Raised Pavement Markers) in Hines Place together with a second continuity line for cycle travel to discourage the U-turn movement;
- iii. That Council monitor the location to gauge the effect of the line marking treatment; and
- iv. That Council advise the resident of this action.

THE MOTION ON BEING PUT WAS CARRIED

TC30/08

ACTIONS

TRAFFIC COMMITTEE

TC04

SUBJECT: HOLDSWORTH DRIVE AT PLANE TREE DRIVE NARELLAN VALE
FROM: Director Works and Services
FILE NO: Traffic Facilities Request

PURPOSE OF REPORT

To gain Local Traffic Committee (LTC) support to alter the edge line marking in Holdsworth Drive on approach to Plane Tree Drive, Narellan Vale.

BACKGROUND

Council has received a request from a resident in Pine Oak Place, Narellan Vale, to have the kerbside area on Holdsworth Drive between Morshead Road and Plane Tree Drive west bound, to be altered to an exclusive left turn lane (into Plane Tree Drive).

MAIN REPORT

Holdsworth Drive has a 13m carriageway and is bitumen sealed from kerb to kerb. There are traffic facilities on the road in the form of centre line marking (double barrier lines) and edge line marking. The intersection of Holdsworth Drive with Plane Tree Drive falls within an overall Traffic Management Scheme which LTC approved around 1995 and, in more recent times (1999), Council approved a centre-line and kerb blister treatment to arrest speeding on a bend just west of the intersection in question.

A cross section of lane widths overall along Holdsworth Drive from kerb to kerb maintains a 3.5m parking lane and a 3m travel lane in each direction. The request to alter a section of the 3.5m parking lane from Morshead Road to Plane Tree Drive has merit and can easily be retrofitted to provide an exclusive left turn lane. The kerbside area between the two roads is approximately 80m long and allowing for an appropriate transition length, a storage length enough for say 6 vehicles could be accommodated.

The kerbside area will also necessitate the installation of 'No Stopping' parking restrictions. Council does not consider this an issue as there are no residential properties fronting the site. (see Attachment 1)

The cost of this facility is expected to be in the order of \$3,000.

A check of Council's Accident Database has indicated that one (1) accident has been recorded at the intersection. This accident was an injury accident in 2002 and occurred when a vehicle turning right out of Plane Tree Drive collided with a vehicle travelling west on Holdsworth Drive. The presence of this proposed facility may have assisted in preventing this accident.

CONCLUSION

The provision of this traffic facility as suggested by the resident has benefits to the community as motorists both on Holdsworth Drive and Plane Tree Drive will have improved traffic flow and reduce delays.

RECOMMENDED

That Council:

- i. support the installation of an exclusive left hand turn lane and associated 'No Stopping' parking restrictions on Holdsworth Drive between Morshead Road and Plane Tree Drive Narellan Vale for west bound traffic; and**
- ii. advise the resident of this action and thank him for this suggestion.**

RESOLUTION

That Council:

- i. support the installation of an exclusive left hand turn lane and associated 'No Stopping' parking restrictions on Holdsworth Drive between Morshead Road and Plane Tree Drive Narellan Vale for west bound traffic; and
- ii. advise the resident of this action and thank him for this suggestion.

THE MOTION ON BEING PUT WAS CARRIED

TC31/08

ACTIONS

TRAFFIC COMMITTEE

TC05

SUBJECT: SOMERSET AVENUE, NARELLAN - PROPOSED BUS STOP
RELOCATION
FROM: Director Works and Services
FILE NO: Traffic Facilities Request

PURPOSE OF REPORT

To provide a status report on the public consultation regarding the proposed bus stop relocation in Somerset Avenue from outside of property No. 5 to property No. 1 Somerset Avenue, Narellan.

BACKGROUND

At its meeting of 7 April 2008, the Local Traffic Committee (LTC) considered a request from Busways bus company to relocate the existing bus stop in Somerset Avenue, on the northern side and opposite the Macarthur Credit Union to a location west (towards Camden Valley Way) from its present position in front of the Pro Corp Real Estate building.

The Committee recommended :

That Council provide in principle support to the relocation of the existing Bus Zone outside No 5 Somerset Avenue Narellan to a location in front of No 1 Somerset Avenue, Narellan subject to:

- i. consultation with the merchants from No 1 Somerset Avenue and an appropriate location be provided to relocate the present bus shelter with Busways to assist in the determination of this location.*
- ii. seating being provided at No 1 Somerset Avenue under the existing awning and in accordance with master plan for the precinct and located so as to not affect pedestrian movements along the footpath.*
- iii. appropriate funds from the Traffic Facilities being made available for the project.*

MAIN REPORT

Recent advise received from Busways, following their consultation with the tenants of No. 1 Somerset Avenue, has resulted in the application to relocate the bus zone being withdrawn. Council has also received advice from Macarthur Strata , strata managers on behalf of their client from 1 Somerset Avenue, highlighting a number of objections regarding the proposal.

Whilst Busways have withdrawn their proposal they have requested that consideration be given to have a temporary bus stop outside No. 1 Somerset Avenue, to maintain services for a period when development commences at properties No's. 3 and 5

Somerset Avenue. They have also asked that they be given the opportunity to discuss the positioning of a 20 metre bus zone in the vicinity of No's 3 & 5 at the completion of the construction.

Comment

Busways will have to address the issues and concerns as raised by the strata managers whether the proposal is approved on either a full-time or temporary basis. This will need to be considered as part of the Development Application and any proposal will need to be considered separately and at a later date through the LTC process.

CONCLUSION

A number of issues relating to the bus zone relocation have been brought to Council's notice by the strata managers acting for the tenant of No. 1 Somerset Avenue which has resulted in Busways withdrawing their application.

It is also understandable that Busways would want to maintain a bus service to an optimum level in Somerset Avenue and any disruption to the service could be managed by the provision of temporary arrangement during the proposed construction of the future development of No's. 3 and 5 Somerset Avenue. This being the case, Busways should be given the opportunity to comment when such a disruption to their service is likely to occur and under the Development Application process.

RECOMMENDED

- i. That Council note that the application from Busways Bus Group to relocate the existing bus zone from No. 5 Somerset Avenue to No. 1 Somerset Avenue Narellan has been withdrawn;**
- ii. The matter of the effect of any redevelopment of the No's. 3 and 5 Somerset Avenue on bus services be addressed at the Development Application stage and that the matter be forwarded to Council's Development Section for their consideration; and**
- iii. That Busways and the Strata Managers for No. 1 Somerset Avenue be advised of this withdrawal and recommendation.**

RESOLUTION

- i. That Council note that the application from Busways Bus Group to relocate the existing bus zone from No. 5 Somerset Avenue to No. 1 Somerset Avenue Narellan has been withdrawn;
- ii. The matter of the effect of any redevelopment of the No's. 3 and 5 Somerset Avenue on bus services be addressed at the Development Application stage and that the matter be forwarded to Council's Development Section for their consideration; and
- iii. That Busways and the Strata Managers for No. 1 Somerset Avenue be advised of this withdrawal and recommendation.

THE MOTION ON BEING PUT WAS CARRIED

TC32/08

ACTIONS

TRAFFIC COMMITTEE

TC06

SUBJECT: GOULBURN TO CAMDEN CYCLE RACE (GOULBURN CLASSIC),
FROM: Director Works and Services
FILE NO: Special Event Road Closure

PURPOSE OF REPORT

To obtain Local Traffic Committee approval for the use of Camden streets for the Goulburn to Camden Cycle Race and associated charity events.

BACKGROUND

Council has received an application from the Macarthur Collegians Cycle Club to conduct the annual event which on this occasion will involve one cycle race and one charity cycle ride on Saturday 13 September 2008, incorporating the following:

1. Goulburn to Camden Cycle Race (Goulburn Classic 2008) 170km race arriving at Camden 11.30am (approximately)
2. Goulburn to "Citi" Charity Ride 146km ride arriving at Camden 11.00am (approximately)

Applications received for these 2008 events are very precise in the required content and have been prepared in accordance with the RTA endorsed guidelines for cycling events. The finish line will again be in Argyle Street, Camden between Hill Street and John Street. A meeting has been held with the event organiser and Council.

MAIN REPORT

The organisers of the Goulburn to Camden Cycle Race and associated Charity Ride are seeking Council approval to use Council streets to race on and approval to close several streets in the Camden Town Centre to accommodate the finish and spectator viewing areas. A number of cycle and community related stalls shall also be operating on the day. The extent of the road closures (for Camden) are shown on two plans (TCP showing different stages), prepared by an RTA certified civil engineering company (Attachment 1). Traffic Control Plans have also been prepared for intersections along the route.

Guidelines for cycle events have been developed in conjunction with the RTA and the approval for the Cycle Classic event will be handled through the RTA Southern Region Office at Wollongong. NSW Police requires that an application for "Notice of Intention to Hold Public Assembly" under the Summary Offences Act 1988 be lodged. This is to be undertaken by the event organisers in direct discussions with the Police.

For the Goulburn to Camden events the route through Camden LGA is:

- Remembrance Drive, Camden South;
- Camden Bypass – Macarthur Bridge;
- Camden Bypass – Macarthur Road Interchange;
- Macarthur Road to Camden Valley Way, Elderslie; and
- Camden Valley Way/Argyle Street to finish line between Hill Street and John Street, Camden

Information has been received from the organiser that NSW Police will again be involved with control along the entire route and in particular intersections from Elderslie to Camden.

Additional to the overall control of the event by the NSW Police, a number of marshals will be supplied by the Cycle Club along with motor cycle marshals, lead escort vehicle, primary escort vehicle, rear escort vehicle, support vehicles (including support buses). UHF channel radio control shall also be utilised for communication. Events will be held between 5.00am and 12 noon on the Saturday and the organisers are required to liaise with the local bus companies and contact all emergency authorities prior to approval.

The event organisers are now seeking Council support to conduct the race and ride on Council streets and for temporary road closures in Camden between 8.00am to 3.00pm on Saturday 13 September 2008. Should the area set up for race finish, presentation, stalls and storage area be cleared earlier, the organisers will reopen the roads prior to the expected 3.00pm.

Other Events

As well as this event on Saturday 13 September 2008, three other events are also planned for this day. The Camden Street Fair, which is normally held on a separate day and involves the closure of Argyle Street, is now planned as part of the Goulburn to Camden Cycle Race and will operate concurrently within the road closed area of Argyle Street under the race's Traffic Management Plan. There are no additional traffic concerns with respect to the combining of these two events.

The two other events planned on this day are the Camden Produce Market which takes place in John Street each fortnight between Mitchell Street and Exeter Street Camden, and the Local Government Election. The Produce Market operates under DA conditions with an approved Traffic Management Plan and involves the road closure of John Street between Mitchell Street and Exeter Street between the hours of 6am and 12 noon. The Local Government Election, which is also happening on this day, will have polling booths within Camden Primary School at the corner of John Street and Mitchell Street. The relationship between the Produce Markets and the Council elections is that they both will utilise John Street as an access point. The closed section of John Street will not permit vehicle access but will allow pedestrian access. Again these two events are not considered to conflict with each other as there will be an abundance of parking spaces available within the adjoining street system.

Overall, the two road closures on Saturday 13 September 2008 of Argyle Street between Hill Street and Oxley Street and John Street between Mitchell Street and Exeter Street to accommodate the four events is expected to operate at a satisfactory level as both will operate under their own Traffic Management Plan. Vehicular

movements within the township whilst operating under these restrictions, are expected to flow freely. Public transport (buses) will be operating under a contingency plan as in previous years with minimum disruptions and with no services being cancelled as a result of these events.

CONCLUSION

The Goulburn to Camden Cycle Race and associated Charity Ride will impact on local traffic flows along the proposed routes and no doubt delays will occur at various times during the day. With the overall event controlled by the Police (in respect to traffic flows and safety) and with the assistance from many marshals, the event has been organised to provide a safe environment for competitors.

Professionally prepared Traffic Management and Control Plans will no doubt assist in providing a higher degree of traffic control and participant safety. Evidence has been provided to Council for the necessary \$20 million Public Liability Insurance Policy.

Overall the two road closures occurring on Saturday 13 September 2008 in Argyle Street between Hill Street and Oxley Street and John Street between Mitchell Street and Exeter Street to accommodate the four events is expected to operate at a satisfactory level as each will operate under their own Traffic Management Plan. Vehicular movements within the township whilst operating under restrictions is expected to flow freely. Public transport (buses) will be operating under a contingency plan as in previous years with minimum disruption and no services are expected to be cancelled as a result of these events.

RECOMMENDED

That Council approve the use of Council's street system for the Goulburn to Camden Cycle Race and associated Charity Ride on Saturday 13 September 2008 subject to the following conditions:

- i. Traffic management arrangements shall be implemented in accordance with the approved Traffic Management Plan and by RTA accredited Traffic Controllers;**
- ii. Written proof is provided to Council for a minimum of \$20 million Public Liability insurance covering the event and listing Camden Council as an interested party, prior to the event commencing;**
- iii. Organisers obtain NSW Police and RTA concurrence to the event;**
- iv. Access for emergency vehicles is maintained along the closed road section;**
- v. The road closures are advertised in local newspapers and on street signage a minimum of 7 days prior to the event;**
- vi. Businesses along the closed road section and local bus companies be advised of the traffic management arrangements, in writing at least 14 days prior to the event;**
- vii. The advisory 'temporary bus stop location' signage shall be erected two weeks prior to the event; and**
- viii. The organisers liaise with Council's Development Section with respect to the event requiring a Development Application.**

RESOLUTION

That Council approve the use of Council's street system for the Goulburn to Camden Cycle Race and associated Charity Ride on Saturday 13 September 2008 subject to the following conditions:

- i. Traffic management arrangements shall be implemented in accordance with the approved Traffic Management Plan and by RTA accredited Traffic Controllers;
- ii. Written proof is provided to Council for a minimum of \$20 million Public Liability insurance covering the event and listing Camden Council as an interested party, prior to the event commencing;
- iii. Organisers obtain NSW Police and RTA concurrence to the event;
- iv. Access for emergency vehicles is maintained along the closed road section;
- v. The road closures are advertised in local newspapers and on street signage a minimum of 7 days prior to the event;
- vi. Businesses along the closed road section and local bus companies be advised of the traffic management arrangements, in writing at least 14 days prior to the event;
- vii. The advisory 'temporary bus stop location' signage shall be erected two weeks prior to the event; and
- viii. The organisers liaise with Council's Development Section with respect to the event requiring a Development Application.

THE MOTION ON BEING PUT WAS CARRIED

TC33/08

ACTIONS

TRAFFIC COMMITTEE

TC07

SUBJECT: ORIELTON ROAD AND TOPHAM ROAD, SMEATON GRANGE
FROM: Director Works and Services
FILE NO: Special Event Road Closure

PURPOSE OF REPORT

To gain Local Traffic Committee (LTC) support to have Council's street system (within Smeaton Grange) used by the Macarthur Collegians Cycle Club for Sunday cycle races.

BACKGROUND

At the 9 July 2007 LTC meeting the Committee considered and recommended approval of the use of Council's street system within the Smeaton Grange Industrial Estate to undertake cycle racing for a 12 month period to 30 November 2008. Specifically the proposed circuit sought to utilise Orielson Road and Topham Roads, Smeaton Grange.

It was resolved that Council approve the use of Orielson and Topham Roads, Smeaton Grange on each Sunday morning (7.30am to 10.00am) by Macarthur Collegians Cycling Club for cycle race events occurring from 28 August 2007 to Sunday 30 November 2008 subject to the following conditions:

- i. The event is conducted in accordance with the Special Event TMP submitted to Council and the RTA.*
- ii. Police concurrence for the event is provided in writing to Council.*
- iii. Written proof is provided for a minimum of \$20 million Public Liability insurance listing Camden Council as an interested party.*
- iv. Traffic controllers shall be trained and RTA certified for traffic control on public roads.*
- v. Access for emergency vehicles shall be maintained at all times.*
- vi. The Macarthur Collegian Cycling Club advertise the road closures in the local press.*
- vii. Owners and tenants along the closed road sections are advised in writing by the Club, of the arrangements for Orielson Road and Topham Road.*

The recommendation was considered at the Ordinary Meeting of Council held on 23 July 2007 and adopted in full.

MAIN REPORT

Council is in receipt of a new application from the Macarthur Collegian Cycling Club requesting they be permitted to conduct weekly cycling race events up to 30

November, 2009. This would represent an extension of the current road closure approval to undertake races within the Smeaton Grange Industrial Estate.

The request on this occasion is for approval to span over 12 months from their current approval. The 12 month period has been requested to align the end of the period with the currency of their Certificate of Insurance (being 30 November 2009).

All bicycle races conducted on public roads are automatically classified as Class 2 Events and require the consideration of Police, the RTA and the Local Traffic Committee. The applicant proposes to utilise the same previously approved Traffic Management Plan (refer Attachment 1), which is identical to arrangements submitted in last year's application. As a reminder to the Committee, races operate on a circuit that extends along the lengths of Orielton and Topham Roads and return. Closures are affected at the intersections with Smeaton Grange Road, Hartley Road and Anzac Avenue, with detours appropriately signposted.

Regular weekly races are conducted on Sundays only, between the hours of 8.00am and 9.30am. Road closures are implemented from 7.30am to permit warm-up circuits and the roads are opened to traffic by 10.00am.

No complaints or concerns about the closure or operation of the races have been raised to Council's attention from either the general public or adjoining property owners. It is proposed that the same conditions be applied to this consent as were imposed previously.

CONCLUSION

To date Council has received no complaint regarding this event. The traffic management arrangements permit the organisers of the event to conduct races under sterile conditions, ensuring maximum safety for participants and the general public. The roads used are local roads and alternative routes are available for through traffic.

The event has been categorised as a Class 2 event under the RTA guidelines for Special Events and Council feels that the application should be supported.

RECOMMENDED

That Council approve the use of Orielton and Topham Roads, Smeaton Grange on each Sunday morning (7.30am to 10.00am) by Macarthur Collegians Cycling Club for cycle race events occurring up to 30 November 2009 subject to the following conditions:

- i. The event is conducted in accordance with the Special Event TMP submitted to Council and the RTA.**
- ii. Police and RTA concurrence for the event is provided in writing to Council.**
- iii. Written proof is provided for a minimum of \$20 million Public Liability Insurance listing Camden Council as an interested party.**
- iv. Traffic controllers shall be trained and RTA certified for traffic control on public roads.**
- v. Access for emergency vehicles shall be maintained at all times.**
- vi. The Macarthur Collegian Cycling Club advertise the road closures in the local**

papers and on street signage a minimum of 7 days prior to the 30 November 2008.

- vii. Owners and tenants along the closed road sections are advised in writing of the extension of time for the arrangements for Orielton Road and Topham Road.**

RESOLUTION

That Council approve the use of Orielton and Topham Roads, Smeaton Grange on each Sunday morning (7.30am to 10.00am) by Macarthur Collegians Cycling Club for cycle race events occurring up to 30 November 2009 subject to the following conditions:

- i. The event is conducted in accordance with the Special Event TMP submitted to Council and the RTA.
- ii. Police and RTA concurrence for the event is provided in writing to Council.
- iii. Written proof is provided for a minimum of \$20 million Public Liability Insurance listing Camden Council as an interested party.
- iv. Traffic controllers shall be trained and RTA certified for traffic control on public roads.
- v. Access for emergency vehicles shall be maintained at all times.
- vi. The Macarthur Collegian Cycling Club advertise the road closures in the local papers and on street signage a minimum of 7 days prior to the 30 November 2008.
- vii. Owners and tenants along the closed road sections are advised in writing of the extension of time for the arrangements for Orielton Road and Topham Road.

THE MOTION ON BEING PUT WAS CARRIED

TC34/08

ACTIONS

TRAFFIC COMMITTEE

TC08

SUBJECT: LOCAL BEHAVIOURAL CAMPAIGNS
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

The committee are advised that no further advancement has been made since the previous report.

RECOMMENDED

The information be noted.

RESOLUTION

The information be noted.

THE MOTION ON BEING PUT WAS CARRIED

TC35/08

ACTIONS

TRAFFIC COMMITTEE

TC09

SUBJECT: PERMANENT ITEMS
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

- (i) Local Bike Plan Implementation
No action
- (ii) Blackspot Identification/Evaluation/Treatment
No action
- (iii) RTA Road Safety Projects - Status Report
No project active at this stage
- (iv) Fatal Accident Reports
Nil

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC36/08

ACTIONS

TRAFFIC COMMITTEE

TC10

SUBJECT: DELEGATED ITEMS FOR RATIFICATION
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

2008/03	Lodges Road - approval for temporary bus stops. Police have concerns with site distance and will be subject to field trial. Information to be tabled at the meeting.	Approved subject to favourable field trial (Wednesday 7 August 2008).
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RECOMMENDED

That the information be noted.

RESOLUTION

That Council:

- i. approve, on a temporary basis, a bus stop on Lodges Road north side just west of the Camden Acres access road;
- ii. change the existing Give Way restriction across the Camden Acres access road to a Stop restriction;
- iii. explore opportunities to provide a low cost hard stand area at the proposed temporary bus stop area to ensure that buses do not impede through traffic; and
- iv. Busways and the Police be advised of this action.

THE MOTION ON BEING PUT WAS CARRIED

TC37/08

ACTIONS