
TRAFFIC COMMITTEE

TC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
DATED 10 AUGUST 2009**
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

The Traffic Committee report dated 10 August 2009 was presented to Council meeting on Tuesday 25 August 2009. Council adopted the Local Traffic Committee's recommendations without amendment, Resolution No. ORD192/09.

RECOMMENDED

That the recommendations of the Committee's report dated 10 August 2009, be adopted.

RESOLUTION

That the recommendations of the Committee's report dated 10 August 2009, be adopted.

THE MOTION ON BEING PUT WAS CARRIED

TC106/09

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

TC107/09

ACTIONS

TRAFFIC COMMITTEE

TC03

SUBJECT: WATERWORTH DRIVE & HOLDSWORTH DRIVE, MOUNT ANNAN - PARKING AND BUS STOP INVESTIGATION
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Parking

PURPOSE OF REPORT

To advise the Local Traffic Committee of the outcomes of an investigation into parking and a bus stop adjacent to the new Coles supermarket in Mount Annan.

BACKGROUND

At its June 2009 meeting, the Local Traffic Committee recommended a review of opportunities to convert the existing Holdsworth Drive bus stop into a Bus Zone, in consultation with Busways and a further investigation into on-street parking in the vicinity of Coles Supermarket.

MAIN REPORT

The Local Traffic Committee at the meeting on 9 June 2009 resolved the following:

That Council:

- i. Approves the installation of "No Stopping" restrictions for 20 metres on the western side of Waterworth Drive and on each side of Holdsworth Drive at the Waterworth Drive / Holdsworth Drive intersection; and*
- ii. Continues to monitor the conditions.*
- iii. Investigates, in consultation with the Camden Local Area Command, public signage and parking in the vicinity of the recently opened Coles supermarket.*
- iv. Reviews the opportunity to convert the existing Holdsworth Drive bus stop into a Bus Zone, in consultation with Busways.*

In relation to parking, a further investigation by Council and the Camden Local Area Command (LAC) has been undertaken of the current parking arrangements, following the installation of the No Stopping restrictions as approved by Council in June 2009. These restrictions have been observed to be effective and it has been concluded that further intervention is not required at this time. The situation will continue to be monitored.

In relation to the bus stop, a review by Council and Busways has been undertaken of the existing southbound bus stop on Holdsworth Drive opposite the Coles supermarket. It has been concluded that inappropriate parking is not deemed to be a problem at this location and therefore there is no need to install a Bus Zone at this time.

CONCLUSION

Following investigation with the Camden LAC, the new No Stopping restrictions on Holdsworth Drive and Waterworth Drive have been observed to be effective. Further intervention is not deemed necessary at this time however parking will continue to be monitored. In consultation with Busways, inappropriate parking has not been deemed to be a problem at the southbound bus stop on Holdsworth Drive and as such, amendments to the existing bus stop are not warranted at this time.

RECOMMENDED

That no further action be taken in relation to parking and bus stops in the vicinity of the Coles supermarket in Mount Annan.

RESOLUTION

That no further action be taken in relation to parking and bus stops in the vicinity of the Coles supermarket in Mount Annan.

THE MOTION ON BEING PUT WAS CARRIED

TC108/09

ACTIONS

TRAFFIC COMMITTEE

TC04

SUBJECT: HARRINGTON PARKWAY, HARRINGTON PARK - BUS STOPS
FROM: Director Works and Services
FILE NO: Traffic and Transport/Service Providers/Bus Routes/Public Transport Buses

PURPOSE OF REPORT

To seek Local Traffic Committee support for actions related to the future installation of bus stops on Harrington Parkway, Harrington Park.

BACKGROUND

On the recommendation of the Local Traffic Committee, Council approved an extension to the existing Bus Route 890 through Harrington Parkway in August 2009. A decision on two bus stops (by No's 18 & 19 Harrington Parkway) on the route proposed by Busways was deferred by the Local Traffic Committee at its meeting in August 2009. Busways has also subsequently requested an alternative location for a school bus stop on Harrington Parkway. Both issues are considered by this report.

MAIN REPORT

Bus Stops north of Glenrowan Drive

At its meeting on 25 August 2009, Council approved an extension of the bus route on Harrington Parkway. From late 2009, some Route 890 bus services will proceed northwards on Harrington Parkway from the intersection with Glenrowan Drive to the intersection with Forestgrove Drive, around the roundabout and back to the existing route on Glenrowan Drive. It was also approved to install Bus Zone signs at two existing indented bays close to the intersection with Forestgrove Drive.

Busways additionally proposed two bus stops in both directions approximately 50 metres north of the intersection with Glenrowan Drive; these locations were outside and opposite 18 and 19 Harrington Parkway. Council deferred a decision on this pending further investigation.

The carriageway of Harrington Parkway is 5.1 metres wide in each direction at this point. Busways wrote to residences adjacent to these proposed stops asking for their views. One response was received from a resident at No. 19 who raised objections to the bus stop adjacent to their property on the west side of Harrington Parkway. The resident's main issues are safety concerns because of the narrowness of the carriageway and the fact that there is no footpath on the west side and concern about disturbance due to the close proximity of the lamp post adjacent to their property (where the Bus Stop sign is proposed).

The proposed bus stop on the western side of Harrington Parkway is approximately 270 metres north of the previous existing stop near the intersection with Kinnear Street. The nearest existing bus stop on Glenrowan Drive is approximately 120 metres from the intersection with Harrington Parkway. There is also a bus stop on Sir Warwick Fairfax Drive (see **Attachment 1**).

The Service Planning Guidelines for the Sydney Contract Regions published by the NSW Ministry of Transport in 2006 states that: *"90% of households should be within 400 metres (as the crow flies) of a rail line and/or a Regional or District bus route during peak, interpeak and daytimes"*. The guidelines also indicate that: *"Interstate and international walking distance criteria for bus routes are generally between 400 and 500 metres during the daytime and between 800 and 1,000 metres at night"*. From the perspective of assessing bus routes within the Camden Council LGA the following desirable (not mandatory) criteria are considered appropriate to assess proposed bus stop locations:

1. 90% of households should be within 400 metres (as the crow flies) of bus routes during peak, interpeak and daytimes;
2. Maximum distance between bus stops should be between 400 and 500 metres walking distance within residential areas. Frontages to reserves and parks etc. should not be included within this criteria. Rather they should be assessed on their merits. Higher density areas warrant consideration of a shorter distance between bus stops.

All properties in the subject area of Harrington Park are within the desirable 400 to 500 metres of two or more of these stops as depicted by the 400 metre circles in **Attachment 1**. Should passengers wish to alight at the stop near Kinnear Street maximum distance from Harrington Parkway residences would be approximately 310 metres. The proposed bus stops are therefore not considered necessary to meet the proposed new service.

School Bus Stops

More recently, Busways has requested a review of the school bus stop on Harrington Parkway with the aim of relocating the stop to the south of Sir Warwick Fairfax Drive.

Busways operates an afternoon school bus in the southbound direction on Harrington Parkway. Drivers have previously utilised a bus stop on the east side near the intersection with Kinnear Street but have frequently reported this kerbside being occupied by parked cars in the afternoon, as parents wait to pick up children from Harrington Park Primary School. Busways has been trialling a location south of the intersection with Sir Warwick Fairfax Drive. Drivers have reported that this location operates better, as fewer people tend to park in this location in the afternoon. It is proposed to formalise the bus stop in this location by installing a 20 metre long School Bus Zone 55 metres south of the roundabout. This will help ensure that drivers do not park here and bus drivers do not stop too close to the roundabout with Sir Warwick Fairfax Drive. The bus zone would be complemented by the proposed children's crossing at this location, approved by Council in September 2008.

Council has received representation from a resident about the new location saying that

when the bus driver parks close to the roundabout, this impacts on the operation of the roundabout. This issue should be addressed by placing the bus zone 55 metres from the intersection.

CONCLUSION

The proposed bus stops on Harrington Parkway, north of the intersection with Glenrowan Drive, are not considered necessary at this time. The proposed southbound school bus stop on Harrington Parkway south of the intersection with Sir Warwick Fairfax is considered reasonable and should be delineated on site by School Bus Zone signs.

RECOMMENDED

That Council:

- i. Does not approve new bus stops on Harrington Parkway 50 metres north of the intersection with Glenrowan Drive at this time;**
- ii. Writes to No's 18 and 19 Harrington Parkway informing of the decision;**
- iii. Approves the installation of a 20 metre long bus zone signs on the east side of Harrington Parkway, 55 metres south of the intersection with Sir Warwick Fairfax Drive, to operate from 2.30 pm to 4.00 pm on gazetted school days only;**
- iv. Approves the removal of the bus stop on the east side of Harrington Parkway near the intersection with Kinnear Street;**
- v. Writes to the resident concerned about school buses on Harrington Parkway informing of the decision.**

RESOLUTION

That Council:

- i. Does not approve new bus stops on Harrington Parkway 50 metres north of the intersection with Glenrowan Drive at this time;
- ii. Writes to No's 18 and 19 Harrington Parkway informing of the decision;
- iii. Approves the installation of a 20 metre long bus zone signs on the east side of Harrington Parkway, 55 metres south of the intersection with Sir Warwick Fairfax Drive, to operate from 2.30 pm to 4.00 pm on gazetted school days only;
- iv. Approves the removal of the bus stop on the east side of Harrington Parkway near the intersection with Kinnear Street;
- v. Writes to the resident concerned about school buses on Harrington Parkway informing of the decision.

THE MOTION ON BEING PUT WAS CARRIED

TC109/09

ACTIONS

TRAFFIC COMMITTEE

TC05

SUBJECT: BROUGHTON STREET, CAMDEN - REQUEST FOR NO STOPPING SIGNAGE
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Signs and Linemarking

PURPOSE OF REPORT

To seek Local Traffic Committee endorsement for parking restrictions in Broughton Street, Camden, outside Scallywaggs Kindergarten.

BACKGROUND

Scallywaggs Kindergarten (No. 74 Broughton Street) has requested Council to investigate the possibility of No Stopping restrictions outside their premises to make access to and from the site easier and safer.

MAIN REPORT

Scallywaggs Kindergarten has an ingress and egress to the property off Broughton Street and there is driveway to the Personal Training Club next door. There are two 4.2 metre gaps between the wings of the three laybacks (see **Attachment 1**). On-street parking is currently unrestricted but it is not permitted for most cars to park in the gaps as they would partially block the driveways. It has been reported that people regularly park there in order to visit Camden Hospital and other premises. A standard sized car would impede visibility and access for drivers exiting the properties, as shown in **Attachment 2** and the Kindergarten and Training Club have expressed concern about access for their patrons.

The owner of Scallywaggs has requested formal parking restrictions in the vicinity of the accesses in order to improve visibility. This has been verbally supported to Council officers by the owner of the Training Club. The applicant has acknowledged that installation of posts and signs may be at their expense. The request is considered reasonable but not essential for the safe and efficient operation of the road so it is therefore recommended to take it forward as a Private Works request at the cost of the applicant.

As a general principle, Council does not support the control of parking across private driveways with signs as this is already prohibited by the Australian Road Rules. However these circumstances are unique given the spacing between the three laybacks.

CONCLUSION

In view of the close proximity of this location to the hospital, the two gaps between the three laybacks being shorter than a standard car length and properties being accessed throughout the day, it would be reasonable to formally prohibit stopping across and between the laybacks in this location with signage.

RECOMMENDED

That Council provides approval in principle for the installation of No Stopping signs across the three accesses to Nos. 74 and 76 Broughton Street, Camden, from 1 metre north of the northern access to 1 metre south of the southern access, subject to:

- i. All costs associated with the installation being borne by the applicant;**
- ii. This approval being valid for a period of 12 months from the date of this report.**

RESOLUTION

That Council provides approval in principle for the installation of No Stopping signs across the three accesses to Nos. 74 and 76 Broughton Street, Camden, from 1 metre north of the northern access to 1 metre south of the southern access, subject to:

- i. All costs associated with the installation being borne by the applicant;
- ii. This approval being valid for a period of 12 months from the date of this report.

THE MOTION ON BEING PUT WAS CARRIED

TC110/09

ACTIONS

TRAFFIC COMMITTEE

TC06

SUBJECT: STENHOUSE DRIVE, MOUNT ANNAN - RELOCATION OF SCHOOL BUS ZONE
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Signs and Linemarking

PURPOSE OF REPORT

To seek Local Traffic Committee endorsement for a relocation of a School Bus Zone in Stenhouse Drive, Mount Annan.

BACKGROUND

Council received a request from the owner of a vacant lot (No. 21 Stenhouse Drive) to relocate a bus zone from outside the subject property to outside Leaping Learners Child Care Centre (No.11 Stenhouse Drive). Council resolved to approve the relocation subject to further consultation with Mount Annan Primary School, which has now taken place.

MAIN REPORT

On the recommendation of the Local Traffic Committee, Council resolved the following at its meeting on 23 June 2009:

That Council:

- i. Provide in principle approval for the relocation of the 18 metre bus zone in Stenhouse Drive from outside No. 21 to outside No. 11, Stenhouse Drive;*
- ii. All costs associated with the relocation are to be borne by the applicant;*
- iii. The proprietors of the Leaping Learners Child Care Centre are notified of the proposed changes.*
- iv. Amend the bus zone signs to operate from 2:30 pm to 4 pm on school days (rather than to 3:30 pm as indicated in the report) to be consistent with the 40km/h School Zone speed restriction times.*
- v. Approval in principle is subject to further consultation between Council officers and Mount Annan Primary school.*

As detailed in the report to the Local Traffic Committee in June 2009, the relocation of the bus zone would be to facilitate a new house and associated driveway. The current location is sited in accordance with the standards and the relocation is not considered to be essential for the safe and efficient operation of the road. It is therefore being proposed to take the request forward as a Private Works request at the cost of the applicant.

The subject bus zone operates in the afternoon on school days only and Council

understands that it is utilised by one school bus a day, picking students up from the school. Students are dropped off in the morning in the bus bay adjacent to the school. The relocation therefore has minimal impact on service provision. As stated in the previous report, the proposed relocation has been reviewed and is considered suitable.

Council officers have subsequently met with the Principal and the School Crossing Supervisor on site and some general concerns about pedestrian safety and parking have been raised, not specifically related to the relocation of the school bus zone. Council has offered to assist the school in exploring options further to address these issues. More specifically, with regard to bus zone outside No. 21, the School Principal has written to Council in support of its relocation as proposed (see **Attachment 1**).

CONCLUSION

Further consultation with Mount Annan Primary School has now taken place and the school has supported the relocation of the bus zone as proposed.

RECOMMENDED

That Council approves the relocation of the 18 metre long bus zone in Stenhouse Drive from outside No. 21 to outside No. 11 Stenhouse Drive, subject to the following conditions:

- i. All costs associated with the relocation are borne by the applicant;**
- ii. Should this be progressed by the applicant, the proprietors of the Leaping Learners Child Care Centre are notified of any proposed changes;**
- iii. If relocated the Bus Zone shall operate from 2.30 pm to 4.00 pm on gazetted school days only and the signs shall be amended accordingly;**
- iv. This approval shall be valid for a period of 12 months from the date of this report.**

RESOLUTION

That Council approves the relocation of the 18 metre long bus zone in Stenhouse Drive from outside No. 21 to outside No. 11 Stenhouse Drive, subject to the following conditions:

- i. All costs associated with the relocation are borne by the applicant;
- ii. Should this be progressed by the applicant, the proprietors of the Leaping Learners Child Care Centre are notified of any proposed changes;
- iii. If relocated the Bus Zone shall operate from 2.30 pm to 4.00 pm on gazetted school days only and the signs shall be amended accordingly;
- iv. This approval shall be valid for a period of 12 months from the date of this report.

THE MOTION ON BEING PUT WAS CARRIED

TC111/09

ACTIONS

TRAFFIC COMMITTEE

TC07

SUBJECT: ARGYLE STREET / JOHN STREET, CAMDEN - LIGHT UP
CAMDEN FESTIVAL, SPECIAL EVENT ROAD CLOSURE
FROM: Director Works and Services
FILE NO: Traffic and Transport/Planning/Traffic/TMP and TCP

PURPOSE OF REPORT

For the Local Traffic Committee to consider a request for the Special Event Road Closure of part of Argyle Street and John Street, Camden, for the operation of the annual Light Up Camden Festival.

BACKGROUND

Council is in receipt of an application by the Camden Chamber of Commerce to conduct the annual Light Up Camden Festival. The event is conducted each year on a Thursday evening during November to promote the Christmas festive season.

MAIN REPORT

The Camden Chamber of Commerce has successfully conducted the Light Up Camden Festival for a number of years. The closure of roads is required to undertake a street festival with stallholders, festival amusements and entertainment. The event is scheduled for Thursday 19 November 2009. A Traffic Management Plan has been prepared for this year's event, which includes a Traffic Control Plan prepared by an RTA accredited practitioner (see **Attachment 1**). It incorporates the following elements:

(i) Closure of:

- Argyle Street (north side) from Oxley Street to Elizabeth Street,
- Argyle Street (south side) from Murray Street to Hill Street,
- John Street from the John Street/Hill Street parking area to Larkin Place,
- Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street, and
- Oxley Street (southbound) from the Oxley Street car park to Argyle Street;

(ii) Barriers and "Road Closed" Signs at all limits of the road closures;

(iii) Advanced warning signs

(iv) Detour signs indicating:

- Southbound Argyle Street traffic will be detoured into Hill Street, and
- Northbound Argyle Street traffic will be detoured into Oxley Street.

(v) Strategically placed traffic controllers.

(vi) Temporary Bus Stop on Elizabeth Street.

(vii) Temporary Taxi Zone relocation in John Street

The requested closure time is from 4.00 pm to allow for the set up of the fair, with the

official opening of the fair at 6.00 pm. The event will formally close by 8.30 pm and the roads will be reopened by 10.30 pm, allowing time for packing up.

The existing Taxi Zone on John Street south of Argyle Street will become unreachable because it is within a closed section of road. It is recommended to convert two angle parking spaces to taxi spaces on the east side of John Street, just south of the access lane to the John Street/Hill Street parking area for the duration of the event.

CONCLUSION

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre for the operation of the Light Up Camden Festival. Arrangements have been planned which reflect previous years' successful arrangements to allow the safe operation of the festival. It is therefore recommended that the Local Traffic Committee approves this Special Event subject to conditions.

RECOMMENDED

That Council approves the closure of the following streets from 4.00 pm to 10.30 pm on Thursday 19 November 2009 and associated Traffic Management Plan:

- **Argyle Street (north side) from Oxley Street to Elizabeth Street**
- **Argyle Street (south side) from Murray Street to Hill Street**
- **John Street from the John Street/Hill Street parking area to Larkin Place**
- **Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street**
- **Oxley Street (southbound) from the Oxley Street car park to Argyle Street.**

This approval is subject to the following conditions:

- i. The event is classified Class 2 event under the RTA Special Event Transport Management Guidelines;**
- ii. Traffic management arrangements shall be implemented in accordance with the approved Traffic Management Plan;**
- iii. RTA trained and accredited traffic controllers shall be in position on public roads at all times that the road closures are in place.**
- iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;**
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;**
- vi. The organisers shall maintain access for emergency vehicles along the closed road sections;**
- vii. The road closures shall be advertised in local newspapers and on street signage a minimum of 7 days prior to the event;**
- viii. Businesses along the closed road section together with local bus companies and Camden Area Taxis shall be advised of the traffic management arrangements, in writing by the organisers;**
- ix. The advisory 'temporary bus stop location' signage shall be erected two days prior to the event, indicating that it will remain in effect between 4.00 pm and 10.30 pm on the day of the event;**
- x. The two angle parking bays outside No. 62 John Street shall be allocated to**

- taxis for the duration of the road closures and temporary Taxi Zone signs erected; and**
- xi. The organisers shall obtain any necessary Development Consent as advised by Council's Development Section.**

RESOLUTION

That Council approves the closure of the following streets from 4.00 pm to 10.30 pm on Thursday 19 November 2009 and associated Traffic Management Plan:

- Argyle Street (north side) from Oxley Street to Elizabeth Street
- Argyle Street (south side) from Murray Street to Hill Street
- John Street from the John Street/Hill Street parking area to Larkin Place
- Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street
- Oxley Street (southbound) from the Oxley Street car park to Argyle Street.

This approval is subject to the following conditions:

- i. The event is classified Class 2 event under the RTA Special Event Transport Management Guidelines;
- ii. Traffic management arrangements shall be implemented in accordance with the approved Traffic Management Plan;
- iii. RTA trained and accredited traffic controllers shall be in position on public roads at all times that the road closures are in place.
- iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
- vi. The organisers shall maintain access for emergency vehicles along the closed road sections;
- vii. The road closures shall be advertised in local newspapers and on street signage a minimum of 7 days prior to the event;
- viii. Businesses along the closed road section together with local bus companies and Camden Area Taxis shall be advised of the traffic management arrangements, in writing by the organisers;
- ix. The advisory 'temporary bus stop location' signage shall be erected two days prior to the event, indicating that it will remain in effect between 4.00 pm and 10.30 pm on the day of the event;
- x. The two angle parking bays outside No. 62 John Street shall be allocated to taxis for the duration of the road closures and temporary Taxi Zone signs erected; and
- xi. The organisers shall obtain any necessary Development Consent as advised by Council's Development Section.

THE MOTION ON BEING PUT WAS CARRIED

TC112/09

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 referred to the attached table.

RECOMMENDED

That the information contained in the CRSO Project Status Report be noted.

RESOLUTION

That the information contained in the CRSO Project Status Report be noted.

THE MOTION ON BEING PUT WAS CARRIED

TC113/09

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
Council has carried out an evaluation of the last five years of available road crash data in the LGA (up to June 2008) in consultation with the Camden Local Area Command. Further to this an application has been made by Council to the National Black Spot Program for funding in 2010 - 11 for the following schemes:
- Camden Valley Way / Kirkham Lane intersection: Type C right turn lane;
 - Remembrance Drive: Street lighting upgrade.
- (iii) RTA Road Safety Projects - Status Report
No project active at this stage.
- (iv) Fatal Accident Reports
A fatal crash involving a single car occurred on Catherine Fields Road approximately 1.25 km from the intersection with Camden Valley Way on Tuesday 25 August 2009. The NSW Police advise that road conditions were not a contributing factor.

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC114/09

ACTIONS

TRAFFIC COMMITTEE

TC10

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

2009/01	<p><u>Cawdor Road, Camden - Critical Culvert Reconstruction - Road Closure</u></p> <p>That Council approves the full road closure of Cawdor Road, Camden, immediately north of the intersection with Sheathers Lane northwards for a distance of 180 metres - in accordance with the associated traffic control plan - during culvert reconstruction, subject to the following conditions:</p> <ul style="list-style-type: none">i. Traffic management arrangements shall be implemented in accordance with the approved Traffic Control Plan;ii. RTA trained and accredited traffic controllers shall be used on public roads at all times that the road closure is in place;iii. Local bus operators are advised of the traffic changes and consulted on their requirements for notification and temporary bus stops;iv. RTA, NSW Police, NSW Fire Brigade, NSW Ambulance, and local taxi services are notified of the proposed works;v. Frontages on Cawdor Road from Barsden Street to Sheathers Lane and Camden High School are notified of the traffic management arrangements in writing.	Approved
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No objections have been raised to the proposed recommendations.

PURPOSE OF REPORT

To seek Local Traffic Committee approval for the full road closure of a section of Cawdor Road for a number of days during the weeks over September and October 2009 to facilitate major structural repairs and rehabilitation works to the culvert bridge approximately 80 metres north of Sheathers Lane, Camden.

BACKGROUND

Council will be undertaking structural repairs and rehabilitation works to the culvert bridge located on Cawdor Road, Camden near the intersection with Sheathers Lane. The road will need to be closed for a number of days during the construction period to enable the works to be carried out safely. Council has prepared a detailed Traffic Control Plan and is requesting that the Local Traffic Committee approve the proposed road closure and traffic management arrangements for the period of these essential works.

MAIN REPORT

The culvert bridge on Cawdor Road is located approximately 80 metres north of Sheathers Lane over the Matahil Creek which carries large quantities of storm water during wet weather. The culvert is in need of urgent repair. Major structural works have been programmed to commence on 1 September 2009 lasting from 4 to 6 weeks. The work involves removing some supports and resleeving the existing 4 cell box culverts internally, 2 at a time, with new box culverts.

During the construction program it is expected that for two periods of up to seven days the road will need to be closed to install the new box culverts and allow concrete grouting to set. The road closure is required because there is a significant risk that vehicles would cause the bridge to collapse if they passed over it at this time.

This type of reconstruction work has rarely been carried out before and external factors such as weather could have a major impact on the construction program. It is not possible to give exact time frames. However Council will make every effort to keep the road open at all times it is deemed safe to do so.

A detailed Traffic Control Plan is given in **Attachment 1**. This includes traffic control signage and fixed sign boards on poles to safely divert traffic around the work site during the closure periods. It will include diversion signs at Murray Street, on Burragorang Road, Sheathers Lane, and on Cawdor Road, south of Burragorang Road to help minimise the need for traffic to travel unnecessary distances. This plan will be supported by appropriate newspaper advertisements advising of the work and potential road closures. Local Bus Companies have been contacted and are making arrangements for diversions to bus services.

CONCLUSION

The culvert bridge over Matahil Creek on Cawdor Road, Camden is in urgent need of repair and it is required to close the road for periods of time to facilitate some of the construction works. Appropriate traffic management arrangements have been prepared by Council and it is proposed that these are supported by the Local Traffic Committee. Whilst the full closure of Cawdor Road at this location will affect amenity of other streets, it is unavoidable. The essential works can only be undertaken under no traffic loads and hence the work site needs to remain free from traffic for extended periods.

RECOMMENDED

That Council approves the full road closure of Cawdor Road, Camden, immediately north of the intersection with Sheathers Lane northwards for a

distance of 180 metres - in accordance with the associated traffic control plan - during culvert reconstruction, subject to the following conditions:

- i. Traffic management arrangements shall be implemented in accordance with the approved Traffic Control Plan;**
- ii. RTA trained and accredited traffic controllers shall be used on public roads at all times that the road closure is in place;**
- iii. Local bus operators are advised of the traffic changes and consulted on their requirements for notification and temporary bus stops;**
- iv. RTA, NSW Police, NSW Fire Brigade, NSW Ambulance, and local taxi services are notified of the proposed works;**
- v. Frontages on Cawdor Road from Barsden Street to Sheathers Lane and Camden High School are notified of the traffic management arrangements in writing.**

RESOLUTION

That Council approves the full road closure of Cawdor Road, Camden, immediately north of the intersection with Sheathers Lane northwards for a distance of 180 metres - in accordance with the associated traffic control plan - during culvert reconstruction, subject to the following conditions:

- i. Traffic management arrangements shall be implemented in accordance with the approved Traffic Control Plan;**
- ii. RTA trained and accredited traffic controllers shall be used on public roads at all times that the road closure is in place;**
- iii. Local bus operators are advised of the traffic changes and consulted on their requirements for notification and temporary bus stops;**
- iv. RTA, NSW Police, NSW Fire Brigade, NSW Ambulance, and local taxi services are notified of the proposed works;**
- v. Frontages on Cawdor Road from Barsden Street to Sheathers Lane and Camden High School are notified of the traffic management arrangements in writing.**

THE MOTION ON BEING PUT WAS CARRIED

TC115/09

ACTIONS