

How was the community consulted?

Council consulted extensively with the community over an eight week period from July to September 2014 to seek feedback and ideas on the proposed options through online surveys, newspaper ads, Council's website, roadside banners, visits to service clubs, community organisations and Chambers of Commerce, on-street surveys, information displays and three community forums.

How is the project funded?

Works will be funded by money that was set aside for the Camden Town Centre Works and Asset Renewal Works, along with Federal grant funding of \$1.95 million through the Western Sydney Infrastructure Program (Local Roads Program). The total value of the Works comes to \$8 million.

What are the proposed impacts of the project works?

Council recognises there will be impacts on parking, shop and pedestrian access during the works. Council is exploring a number of delivery options such as undertaking works at night, as well as working with shopkeepers and their customers to ensure access is maintained to premises at all times. Works have been scheduled around major events and the festive season to limit impacts as much as possible during these busy times.

Will any of the materials be recycled?

Wherever possible Council will recycle waste materials from the project.

How can I stay informed?

Council is committed to keeping our community informed throughout the project.

Council's website has further project information. A number of drop-in information sessions have been scheduled and details on these can be found on Council's website.



For more information contact
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Hours: 8.30am - 5pm Monday to Friday

This brochure was prepared in July 2015. This brochure has been provided for general information purposes only and may be subject to change.



camden council
town centre enhancements
frequently asked questions (faqs)



www.camden.nsw.gov.au



Camden's much-loved main street will soon be revitalised

Camden is fortunate to have the best of both worlds. As we continue to grow, it is important that we retain and enhance the heritage values and qualities of our main street that our residents and visitors enjoy. We must also ensure that our main street can cope with a growing population and is a safe and vibrant town centre for everyone.

Why are enhancements to the main street taking place?

- To improve pedestrian safety and access
- To improve traffic management
- To make footpaths more level
- To cater for future growth

What works are included in the enhancements?

- Installation of traffic lights at the intersection of Argyle and Oxley Streets
- Pedestrian signals to replace the zebra crossing on Argyle Street, between John and Hill Streets
- Increased footpath widths by 1m to improve footpath levels
- Drainage improvement works
- Improved street lighting
- Upgrade of street furniture and footpath pavers
- One deck addition to Civic Centre car park on Oxley Street

What paving colour and material will be used?

- The granite pavers are a mid-grey colour, not black. This exact paver was on display to the public throughout the consultation period and at the Council meeting when the tender for supply of the pavers was considered.
- An assessment of each of the paving materials on exhibition was conducted. The grey granite pavers were recommended for their durability and provision of the most effective long-term solution.

Why is Council upgrading the footpath?

- The current pavers are approximately 30 years old and sit on a sand base. They are uneven and present numerous trip hazards while sections of footpath are very steep and difficult to walk on. Widening the footpaths will allow Council to make them more level and improve access and safety.

Why was the location of Oxley Street chosen for the car park and is there a design produced by Council?

- A need for more parking close to Argyle Street was determined in 2014. Following an assessment of five potential sites for a new decked car park, it was found that Oxley Street was the most functional, accessible and cost effective location.
- Council has not commenced design work on the car park and has not produced any images or drawings.

When are the works scheduled?

- The project extends down both sides of Argyle Street, between Murray and Edward Streets. Work will take place over two smaller stages to limit impacts as much as possible. Stage 1a of works, between John and Oxley Streets, commenced in mid July 2015 and are expected to be completed in November 2015.
- Stage 1b of works between John and Hill Streets is expected to take place between January and June 2016.
- The decked car park in Oxley Street is expected to commence in 2016.



Will the median strip remain?

- The enhancement works do not include removal or modification of the median strip along Argyle Street, except at Oxley Street to allow vehicles to turn right out of Oxley Street, and minor changes for the new pedestrian signals between John and Hill Streets.
- Council does not intend to place a fence within the median strip. The existing median crossing arrangements are being reviewed as part of the new traffic signal installation along with additional tree plantings, to ensure that a balance is achieved for pedestrian movements and protection of landscape.

Will the Jacaranda trees in the median strip be removed?

- Four existing Jacaranda trees will need to be removed to allow for the traffic and pedestrian signals. Four Jacaranda trees will be planted at other locations within the median strip on Argyle Street. This means that the number of Jacaranda trees in the median strip will stay the same as it is now, at 36 trees.

What are the benefits of the traffic improvements?

- Improved traffic flow
- Reduction of travel times
- Increased safety and efficiency of streets in the Camden Town Centre

What will happen to the traffic lanes in Argyle Street?

- The current two travel lanes in each direction will be maintained, along with one parking lane on both sides of Argyle Street.
- The lanes next to the median strip will not change. They will remain at 3.2m wide which is well above the Roads and Maritime Services (RMS) minimum standard of 2.8m for through lanes.
- The lanes adjacent to the parking lanes will be reduced to 3.2m to cater for the widened footpaths. This is well above the RMS minimum standard of 2.9m for kerbside lanes.