

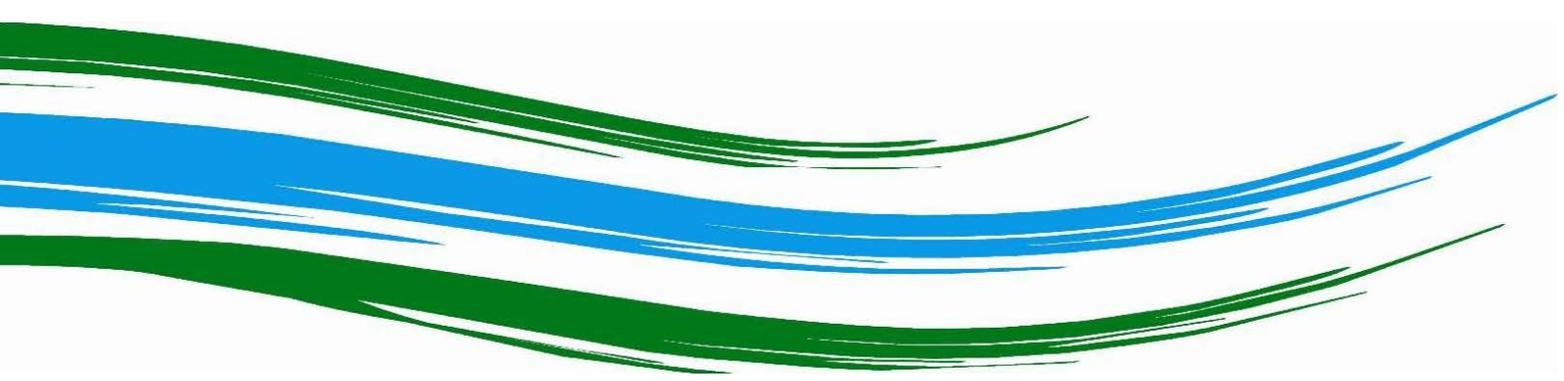


# Local Traffic Committee Business Paper

**Committee Meeting**  
**18 October 2016**

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**Council Office**  
**70 Central Avenue**  
**Oran Park**



**LOCAL TRAFFIC COMMITTEE**  
**18 October 2016**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 18 October 2016, 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 minimise 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 (4645 5026).

Your sincerely

VINCE CAPALDI  
**DIRECTOR COMMUNITY INFRASTRUCTURE**

## Local Traffic Committee

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### **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

## ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

Present  
Apologies

Confirm and adopt Minutes of the Local Traffic Committee Meeting held on 19 July 2016 and 16 August 2016.

Local Traffic Committee Tuesday 18 October 2016

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## **BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 15  
NOVEMBER 2016**

## **INFORMAL ITEMS**

There is no informal item.



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## LOCAL TRAFFIC COMMITTEE

LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/291414

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The Local Traffic Committee reports dated 19 July 2016 and 16 August 2016 were presented to the 11 October 2016 Council Meeting. Council adopted the Local Traffic Committee's recommendations without amendment.

**RECOMMENDED**

**That the adoption by Council of the Committee's recommendations dated 19 July 2016 and 16 August 2016 be noted.**

LTC01



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## LOCAL TRAFFIC COMMITTEE

LTC02

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

**FROM:** Manager Infrastructure Planning

**BINDER:** 16/293898

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There are currently no outstanding actions to note.

### RECOMMENDED

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

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## LOCAL TRAFFIC COMMITTEE

LTC03

**SUBJECT: HOLDSWORTH DRIVE, NARELLAN VALE - NO STOPPING RESTRICTIONS AT LIQUIDAMBER DRIVE INTERSECTION**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/271007

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on Holdsworth Drive, Narellan Vale, at the intersection with Liquidamber Drive.

### BACKGROUND

Concerns have been raised regarding motorists parking too close to the roundabout intersection of Holdsworth Drive and Liquidamber Drive impacting on vehicles manoeuvring at the roundabout.

### MAIN REPORT

Holdsworth Drive is a collector road and parking is facilitated on both sides along most of its length by edgelines. The subject intersection is near to St Claire's Catholic Primary School and at school pick-up and drop-off times parking tends to occur too close to the roundabout for it to operate safely and effectively.

There is existing hatched linemarking behind the edgelines in the vicinity of the roundabout to discourage parking. To give additional clarity it is being recommended that 32 metres of No Stopping (R5-400 signage) restrictions are implemented on the eastern side to supplement the line marking as detailed in **Attachment 1**.

The affected residents fronting the proposed restriction were consulted and no responses were received.

### 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 2016/17 financial year at an approximate cost of \$400.

### CONCLUSION

Concerns have been raised about parking too close to a roundabout on Holdsworth Drive and it is recommended that the Committee supports parking restrictions to address this issue.

### RECOMMENDED

**The Local Traffic Committee recommends on the eastern side to Holdsworth Drive, Narellan Vale at the intersection of Liquidamber Drive approves 32 metres of No Stopping (R5-400) restrictions.**



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ATTACHMENTS

1. Holdsworth Drive, Narellan Vale - No Stopping Restrictions at Liquidamber Drive Intersection



Holdsworth Drive, Mount Annan



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## LOCAL TRAFFIC COMMITTEE

**LTC04**

**SUBJECT: QUEEN STREET, NARELLAN - BUS ZONE AND NO STOPPING RESTRICTIONS NEAR LORD STREET**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 15/357551

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Bus Zone and No Stopping Restrictions in Queen Street, Narellan.

### BACKGROUND

Community concerns have been raised regarding motorists parking close to the intersection of Lord Street with Queen Street impacting on visibility, residential access and a bus stop.

### MAIN REPORT

Lord Street is a local cul-de-sac located off the western side of Queen Street in close proximity to Narellan Town Centre. It measures 7.4m in width and parking is not currently restricted. There is an existing bus stop on Queen Street. Although the Road Rules restricts parking 10 metres from intersections and at bus stops, increased parking activity in Narellan Town Centre has resulted in encroachment of the intersection and bus stop at this location. This periodically impacts on visibility at the intersection, access to a residential driveway and the bus stop.

To give further clarity to the situation and ensure that a safe and effective road environment is maintained, it is recommended that No Stopping (R5-400 signage) restrictions for 24 metres around the corner and a Bus Zone (R5-20 signage) for 20 metres are installed on the western side of Queen Street as detailed in **Attachment 1**.

The issue was discussed with the affected resident by telephone and they supported the proposal. A written response to the consultation was not received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (traffic facilities component) for the 2016/17 financial year at an approximate cost of \$1,000.

### CONCLUSION

Concerns have been raised about inappropriate parking in Queen Street, Narellan, near the intersection with Lord Street and it is recommended that the Committee supports parking restrictions to address this issue.

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## **RECOMMENDED**

**That the Local Traffic Committee recommends that Council approves on the west side of Queen Street, Narellan, north of the intersection with Lord Street:**

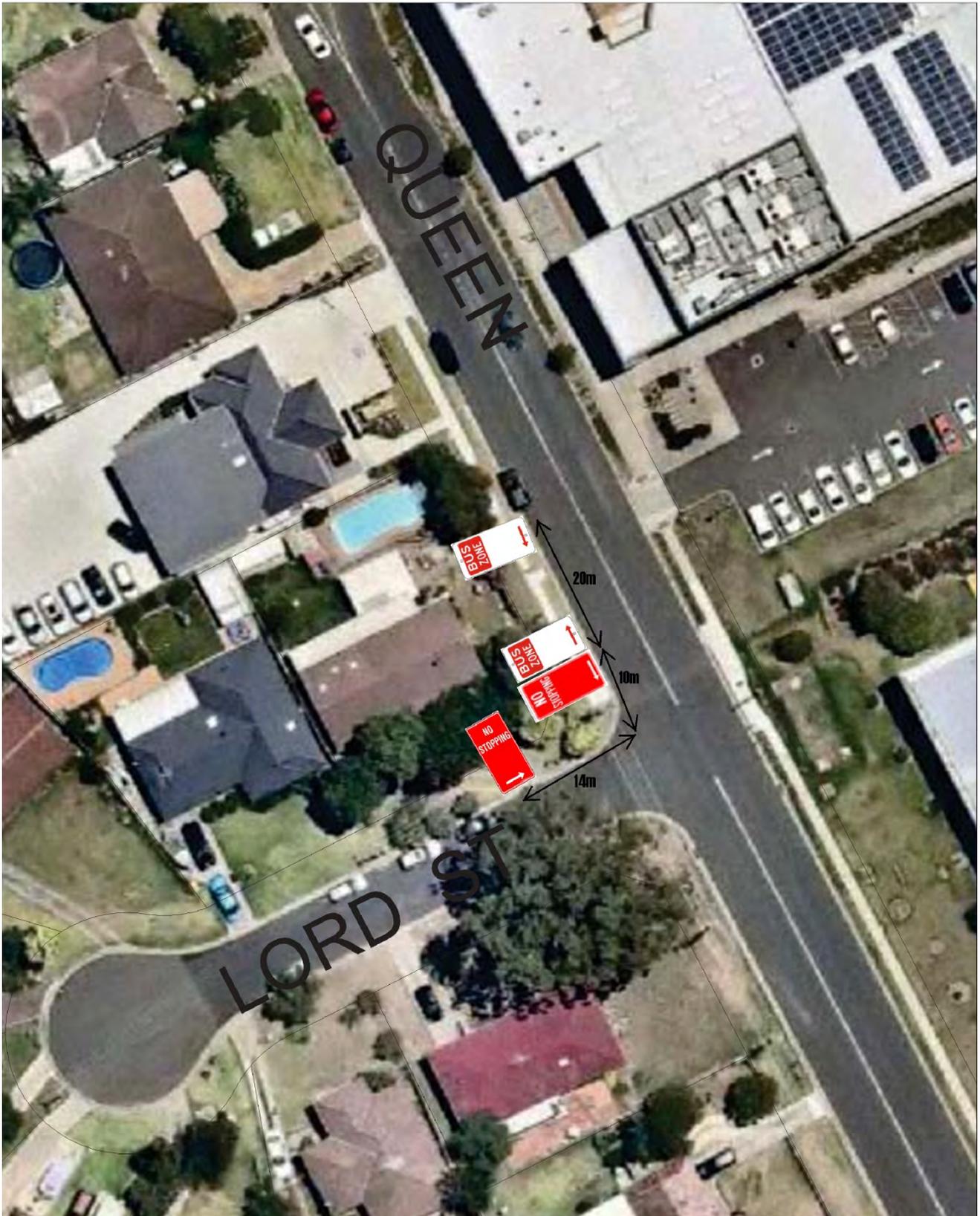
- (i) 20 metres of Bus Zone (R5-20); and**
- (ii) 24 metres of No Stopping (R5-400) restriction around the corner into Lord Street.**

## ATTACHMENTS

1. Queen Street, Narellan - Bus Zone and No Stopping Restrictions Near Lord Street

LTC04

Attachment 1



Installation of 'Bus Zone' and 'No Stopping' Restrictions

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## LOCAL TRAFFIC COMMITTEE

### LTC05

**SUBJECT: ELYARD STREET AND QUEEN STREET, NARELLAN -  
INTRODUCTION OF TWO HOUR PARKING, LOADING ZONE AND NO  
PARKING RESTRICTIONS AROUND THE NARELLAN TOWN CENTRE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 15/274581

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to kerbside parking arrangements around Narellan Town Centre.

### BACKGROUND

A recent review of kerbside parking arrangements around Narellan Town Centre has identified the need to update some kerbside restrictions to enhance parking supply in the town centre.

### MAIN REPORT

On street parking supply in the town centre of Narellan is a combination of two hour restricted parking, unrestricted parking, No Parking, No Stopping, 10 minute parking and Bus Zones. Works have recently been completed to add significantly to off street parking supply within Narellan Town Centre shopping centre.

With increasing parking demand with the growth of the town centre in Narellan, observations indicate that unrestricted parking on the eastern side of Queen Street between Camden Valley Way and Elyard Street near the library are almost always occupied by long term parking throughout the day. Buses are also laying over in Elyard Street disrupting service buses, while some vehicles are having difficulty loading in Elyard Street. Short term parking has not been observed to be working optimally.

To address these issues the parking regime across a wider area has been assessed and it is proposed to make some adjustments to kerbside parking restrictions to enhance parking supply and road safety.

The issues have been discussed in detail with representatives from bus companies and Narellan Town Centre shopping centre and the following proposals seek to balance the needs of all users.

#### **Queen Street - Former Driver Testing Bay**

On the eastern side of Queen Street, there is a 25 metre long indented bay that was previously used for driver testing. The Motor Registry has now relocated from Narellan Town Centre to the NSW Service Centre in Gregory Hills and hence this bay is no longer required for driver testing.

It is proposed to restrict parking in this bay to two hours (R5-2 signage) to facilitate parking turnover.



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### **Queen Street – Drop Off and Pick Up Area**

On the eastern side of Queen Street adjacent to a mail zone there is a No Parking area which was installed to facilitate drop off and pick up. However, this restriction does not allow legally leaving the vehicle to post letters or use the adjacent post office boxes or wait a short time to pick someone up. It is therefore proposed to make the area 10 minute parking (R5-14 signage).

### **Queen Street and Elyard Street – Unrestricted Parking Areas**

On the eastern side of Queen Street adjacent to the current No Parking area and on Elyard Street adjacent to the library, there are 38 metres and 23 metres respectively of unrestricted parking. It is proposed to restrict parking in these areas to two hours (R5-2 signage) to facilitate quicker turnover. It is further noted that the southwest corner of the Elyard Street / Queen Street roundabout is the only corner not to have parking restrictions and at times vehicles have been observed to encroach on this area. 38 metres of No Stopping (R5-400 signage) are therefore proposed on this corner.

### **Queen Street – 10 Minute Parking Area**

On the northern side of Elyard Street adjacent to the Narellan Town Centre entrance, there is a 10 metre long stretch of 10 minute parking (R5-14). This parking was originally installed to allow shoppers to pick up/drop off passengers or couriers to pick up or drop off goods. However, as the space is often occupied, delivery vehicles have been observed to stop in the No Stopping area. This has created traffic safety concerns as the delivery vehicles are impeding the visibility of pedestrians at the marked pedestrian crossing.

To address this concern, it is proposed to convert this to a Loading Zone (R5-23 signage) to facilitate small and medium rigid vehicles. Heavy rigid and articulated vehicles are required to use the Narellan Town Centre loading docks.

As discussed above replacement 10 minute parking is now proposed on Queen Street.

### **Elyard Street – Bus Zone**

Due to an increase in bus services through Narellan and the need for some buses to layover, the Bus Zone on the north-western side of Elyard Street adjacent to Narellan Town Centre is assessed to now be inadequate. If buses are running ahead of schedule, they may wait at this location to ensure they remain to the timetable. As a result, buses have been observed to wait in the adjacent No Stopping area or in the roadway until the Bus Zone is cleared, causing disruption to traffic flow and creating road safety concerns.

To address the above issue, it is proposed to install 18 metres of No Parking (Buses and Coaches Accepted) restriction (R5-40 signage) on the eastern side of the bus zone.

### **FINANCIAL IMPLICATIONS**

The estimated cost of the recommended signage is \$2,500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities component) for the 2016/17 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

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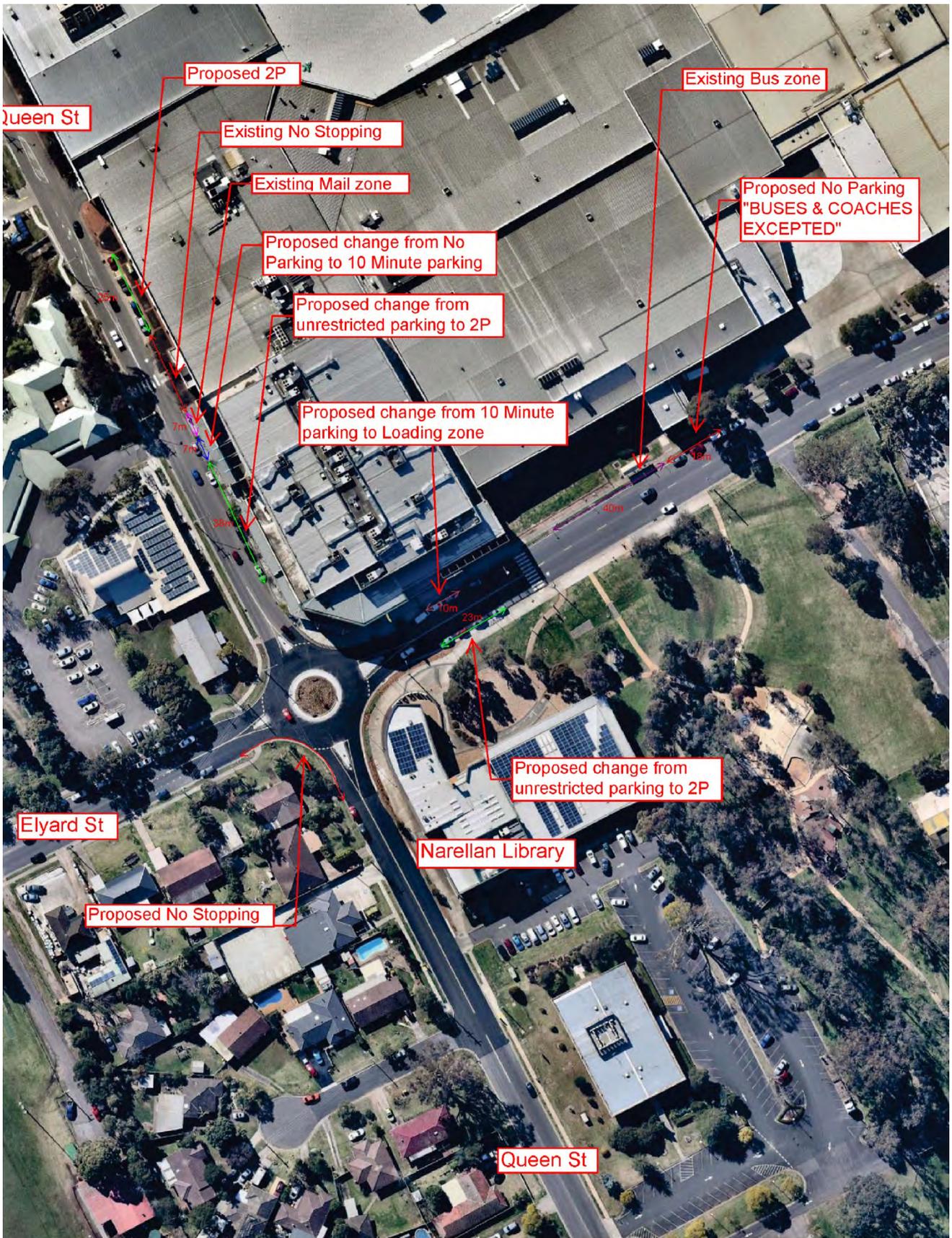
## **RECOMMENDED**

The Local Traffic Committee recommends that Council approves in Queen Street and Elyard Street, Narellan:

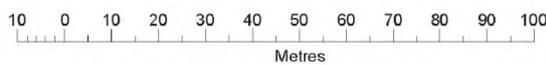
- i. conversion of 25 metres of the former driver testing parking bay on the eastern side of Queen Street to 2 hour parking, Monday to Friday 8.30am to 6pm and Saturday 8.30am to 12.30pm (R5-2);
- ii. conversion of a No Parking area on the eastern side of Queen Street (adjacent to the shopping centre) to 10 minute parking (R5-14);
- iii. conversion of unrestricted parking (38 metres) on the eastern side of Queen Street, Narellan (adjacent to the shopping centre) to 2 hour parking, Monday to Friday 8.30am to 6pm and Saturday 8.30am to 12.30pm (R5-2);
- iv. conversion of the 10 minute parking on the northern side of Elyard Street (adjacent to the shopping centre) to a Loading Zone (R5-23);
- v. conversion of unrestricted parking (23 metres) on the southern side of Elyard Street adjacent to Narellan Library to 2 hour parking, Monday to Friday 8.30am to 6pm and Saturday 8.30am to 12.30pm (R5-2) and;
- vi. conversion of unrestricted parking (38 metres) on the southwestern corner of the intersection of Elyard Street and Queen Street to No Stopping (R5-400).

## ATTACHMENTS

1. Elyard Street and Queen Street, Narellan - Narellan Town Centre Kerbside Restrictions Changes



Scale 1:1500  
 Date: 10/10/16



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## LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: ELYARD STREET, NARELLAN - NO STOPPING RESTRICTIONS IN NARELLAN FIRE STATION ACCESS**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/224936

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on Narellan Fire Station access road in Narellan.

### BACKGROUND

A concern has been raised by the Rural Fire Service regarding vehicles parking in the access road to Narellan Fire Station impeding access for fire vehicles.

### MAIN REPORT

Elyard Street extends westwards from Richardson Road along a minor road to the RFS Narellan Fire Station. The north side of this road is bounded by a cemetery and during funerals the road can be heavily parked up, blocking access for fire service vehicles. The cemetery is currently unfenced, however, the owners have consent to fence the property.

Consideration is being given to installing 180 metres of No Stopping (R5-400 signage) restrictions on the cemetery and fire station boundaries as shown in **Attachment 1**. A sub-plate (R9-200) excluding emergency vehicles is also proposed allowing them to wait in this area, if required.

The cemetery owners and RFS operatives have been consulted on the proposal and have indicated verbal support.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed works would be funded from the RMS Block Grant (Traffic Facilities Component) budget for 2016/17 at an approximate cost of \$1,400.

### CONCLUSION

Concerns have been raised about access for fire apparatus to and from Narellan Fire Station and it is recommended that the Committee supports parking restrictions to help address this issue.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves on Elyard Street, Narellan, west of Richardson Road, No Stopping (R5-400) restrictions with emergency vehicle exclusion sub-plates (R9-200) for a length of 180 metres.**



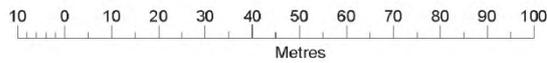
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ATTACHMENTS

1. Elyard Street, Narellan - No Stopping Restrictions in Narellan Fire Station Access



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## LOCAL TRAFFIC COMMITTEE

**LTC07**

**SUBJECT: MOUNT ANNAN DRIVE, MOUNT ANNAN - EDGELINES BETWEEN WELLING DRIVE AND SWANSONA AVENUE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/142920

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgelines on Mount Annan Drive, Mount Annan.

### BACKGROUND

Concerns have been raised regarding parking on Mount Annan Drive impeding through traffic.

### MAIN REPORT

Mount Annan Drive is a collector road with residential frontages, and a bus route between Welling Drive and Swansona Avenue. It has twin 5 metre wide carriageways and a median of varying width between 1 and 2 metres. The median has sporadic plantings of Lamandra and other plants.

Observations indicate that parked vehicles are often not up against the kerb or too wide for the road, restricting the space for through traffic. This particularly impacts on buses. Additionally traffic surveys indicate some speeding along this road.

Edgeline (E1) marking is an effective treatment for encouraging parking against the kerb and reducing average speeds. Delineating a 2 metre wide shoulder and 3 metre wide travel lane would meet minimum recommended widths in the Austroads 'Guide to Traffic Design – Part 3: Geometric Design'. Broken (C1) lines are proposed at bus stops.

Wider vehicles would not be permitted to park over the edgelines and the median island would allow for overhang of mirrors for larger vehicles such as buses. Details of the proposal are provided in **Attachment 1**.

### 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 2016/17 financial year at an approximate cost of \$3,000.

### CONCLUSION

Concerns have been raised about parking on Mount Annan Drive and it is recommended that the Committee supports edgelines to address this issue.

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## **RECOMMENDED**

**The Local Traffic Committee recommends that Council in Mount Annan Drive, Mount Annan, approves edgelines (E1), with broken (C1) lines at bus stops, between Welling Drive and Swansona Avenue.**

## ATTACHMENTS

1. Mount Annan Drive, Mount Annan - Edgelines Between Welling Drive and Swansona Avenue



Mount Annan Drive, Mount Annan



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Mount Annan Drive, Mount Annan (2)

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Mount Annan Drive, Mount Annan (3)

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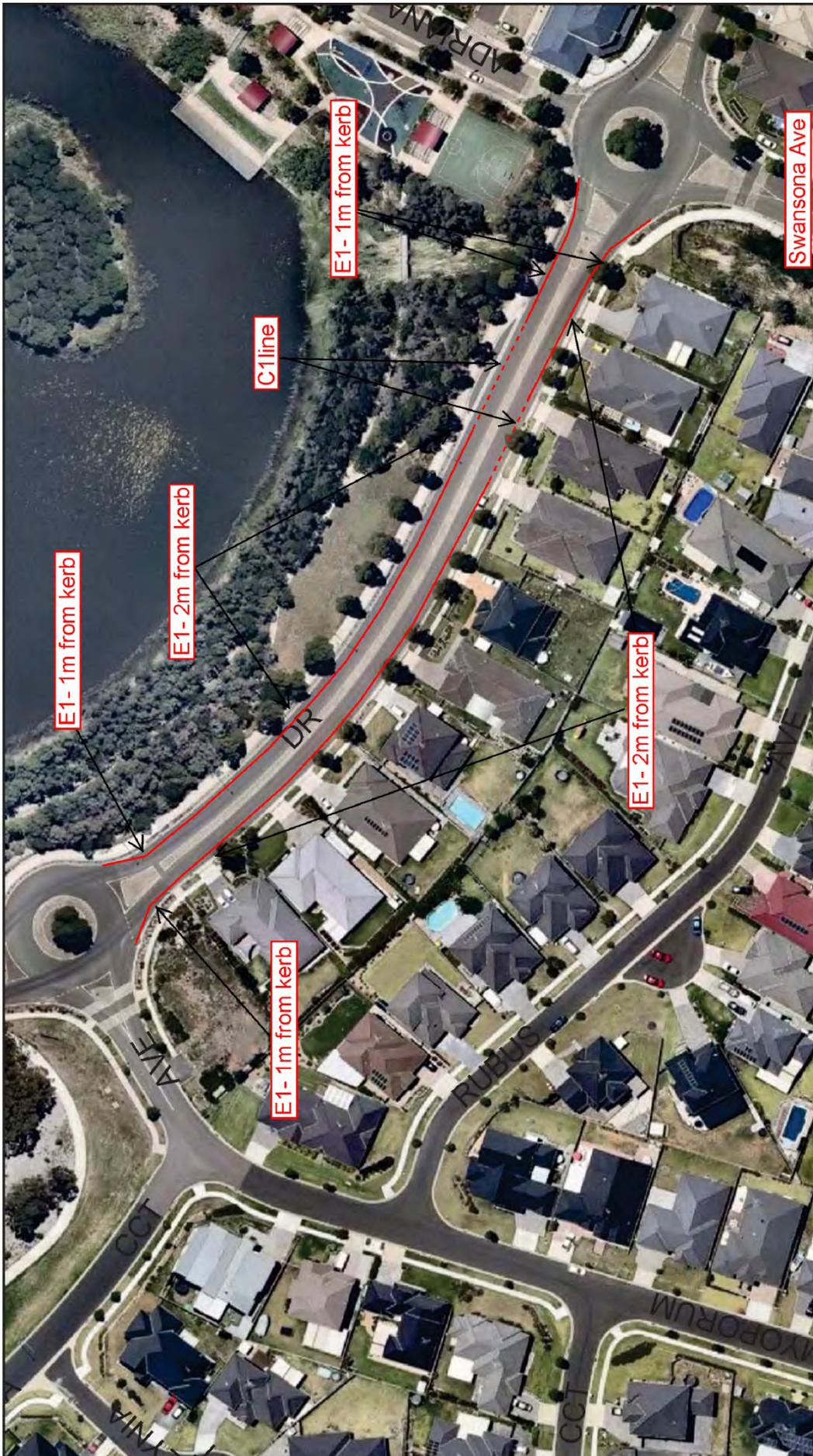


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Mount Annan Dr, Mount Annan (4)



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Mount Annan Dr, Mount Annan (5)



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## LOCAL TRAFFIC COMMITTEE

### LTC08

**SUBJECT: SOUTH CIRCUIT, ORAN PARK - BUS ZONES AT CHESALON LIVING RETIREMENT VILLAGE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/290620

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of new bus zones in South Circuit, Oran Park.

### BACKGROUND

The 896 Bus Route has been changed in Oran Park, and Council has been working with the bus companies and the local developer to introduce bus stops to service the amended route, including stops adjacent to the retirement village.

### MAIN REPORT

Bus Route 896 operates between Oran Park and Campbelltown via Gregory Hills and Narellan. In April 2016, the route was changed to incorporate a loop through the western side of South Circuit and along Peter Brock Drive to the Arcadia Hills precinct on the western side of The Northern Road. An overview plan is shown in **Attachment 1**.

Bus Stops in Oran Park are captured in the Voluntary Planning Agreement between Greenfields Development Company and Council. In partnership with Greenfields and bus company Busabout, locations for the new and existing routes have been assessed. Greenfields are designing and installing these with consideration of seating, bus shelters and facilities for those with a disability.

As part of this, new bus stops are proposed on South Circuit near the Chesalon Living retirement village, downstream of both sides of an existing pedestrian refuge crossing. No Stopping restrictions are currently in place on this section of road and Bus Zones (R5-20) are therefore proposed to facilitate the new stops (refer **Attachment 2**).

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed Bus Zone signage would be funded from the RMS Block Grant (Traffic Facilities Component) budget for 2016/17 at an approximate cost of \$800. Works to install the bus stops including concreting and tactile paving will be funded by the developer through the Voluntary Planning Agreement.

### CONCLUSION

Bus Zones are required to support new bus stops in Oran Park and it is recommended that the Committee supports this proposal.



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## **RECOMMENDED**

The Local Traffic Committee recommends that Council, in South Circuit, Oran Park, downstream of the pedestrian refuge at the retirement village, approves:

- i. Bus stops on the north and south side, subject to installation by the developer at their cost; and
- ii. Bus Zones (R5-20) for 30 metres on the north side and 30 metres on the south side.

## ATTACHMENTS

1. South Circuit, Oran Park - Overview Plan
2. South Circuit, Oran Park - Proposed Bus Zones



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Date: 10/10/16



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## LOCAL TRAFFIC COMMITTEE

### LTC09

**SUBJECT: DAIRY STREET AND CENTRAL AVENUE, ORAN PARK - TIME RESTRICTED PARKING**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/290642

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of two hour parking restrictions on Central Avenue and Dairy Street, Oran Park.

### BACKGROUND

Following the opening of Council's administrative building in Oran Park, a need has been identified for timed parking to facilitate visitor parking to Council's Administration Centre.

### MAIN REPORT

Signage and linemarking plans for new roads in Oran Park Town Centre were considered by the Committee at the meeting in October 2015. The plans incorporated a number of indented and linemarking parking bays, some of which in Central Avenue had time restrictions. An overview plan is shown in **Attachment 1**.

Since the roads were opened along with Council's new administration building in August 2016, it has become apparent that Council staff are parking on street, reducing parking availability for visitors.

In view of this and increasing demand for parking as the town centre develops it is proposed that two hour (2P) parking restrictions (R5-2 signage) are installed on marked bays in Central Avenue and Dairy Street as indicated in the marked up Drawing No. L06002.128-CC 702 Rev. 2 shown in **Attachment 2**. One hour (1P) parking restrictions are proposed for the eight bays adjacent to the town park on Central Avenue. The restrictions would operate Monday to Friday, 8.30am to 6pm.

### 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 2016/17 financial year at an approximate cost of \$4,400 for 22 signs and posts.

### CONCLUSION

Concern has been raised about extended parking occurring in Oran Park around Council's administration building and it is recommended that the Committee supports timed parking to address this issue.

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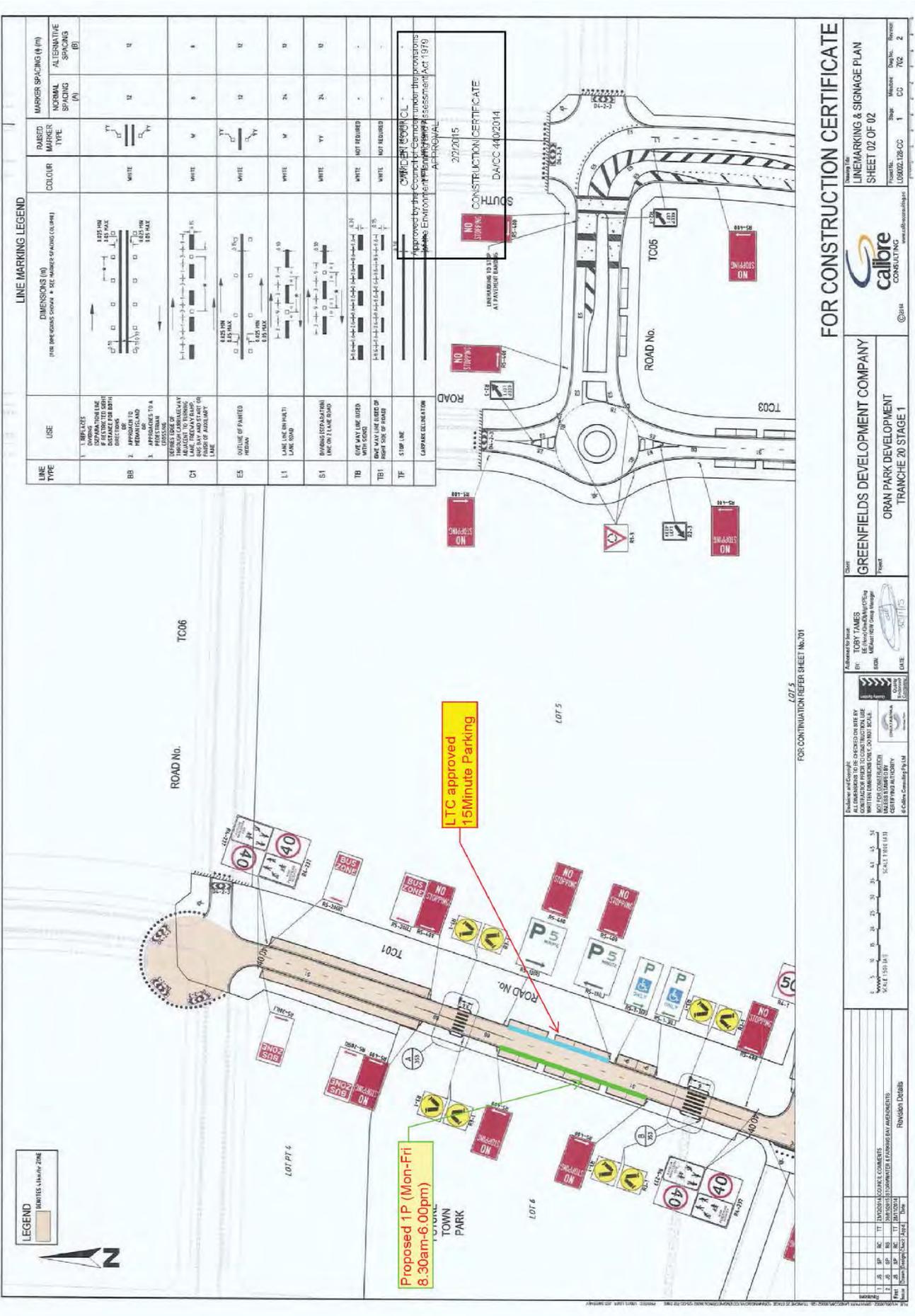
## **RECOMMENDED**

**The Local Traffic Committee recommends that Council in Central Avenue and Dairy Street, Oran Park, approves 2-hour parking (R5-2) and 1-hour parking (R5-1), restricted from Monday to Friday 8.30am to 6pm.**

## ATTACHMENTS

1. Dairy Street and Central Avenue, Oran Park - Time Restricted Parking







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## LOCAL TRAFFIC COMMITTEE

**LTC10**

**SUBJECT: SWANSONA AVENUE, MOUNT ANNAN - CENTRELINE**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/290646

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of line marking along Swansona Avenue, Mount Annan.

### BACKGROUND

Community concerns have been raised regarding vehicles not keeping left around Swansona Avenue. Centre linemarking is proposed to address this issue.

### MAIN REPORT

Swansona Avenue is a primary access road that services the Garden Gates precinct in Mount Annan, off Mount Annan Drive. It is relatively wide at 10.8m, facilitating parking along both sides, but has no existing linemarking. There is a curve in the road.

Investigation by Council Officers has confirmed the concerns raised that some vehicles are crossing over the centre of the road and driving too fast for the conditions. Vehicles travelling north along the bend had sight lines obstructed by parked vehicles. Due to the relative road width, traffic volumes, curve in the road and four intersections in relatively close proximity, centreline markings are considered appropriate to enhance road safety.

It is proposed to install 140 metres of double barrier (BB) line at the bend and 210 metres of broken dividing (S1) line for the remainder of the roadway northwards. This treatment seeks to delineate the roadway and encourage motorists to keep left and slow down.

Public consultation has been undertaken proposing a double barrier line along the entire length of the road. Four responses were received, two supporting the installation and two not supporting it. As such the proposal has been amended such that the barrier line is only proposed around the curve. This is considered to still achieve the desired safety outcomes.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year at an estimated cost of \$500.

### CONCLUSION

Concerns have been raised about driver behaviour on Swansona Avenue, Mount

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Annan, and it is recommended that the Committee supports centreline markings to help address this issue.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves 140 metres of double barrier (BB) line and 210 metres of broken dividing (S1) line in Swansona Avenue, Mount Annan.**

### ATTACHMENTS

1. Swansona Avenue, Mount Annan - Centreline



Swansona Avenue, Mount Annan

Scale: 1:2500  
Printed Date: 12:08:16



This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.

Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.

# LOCAL TRAFFIC COMMITTEE

**LTC11****LTC11**

**SUBJECT: SMEATON GRANGE ROAD, SMEATON GRANGE - CRITERION CYCLING RACING SPECIAL EVENT**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/293662

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## PURPOSE OF REPORT

To seek the concurrence of the Local Traffic Committee for the utilisation of Smeaton Grange Road, Smeaton Grange, for the operation of Sunday morning cycle races.

## BACKGROUND

Camden Council has received a request from Macarthur Collegians Cycling Club to conduct cycle races on a section of Smeaton Grange Road between Magdalene Catholic High School and 200 metres east of Blackmore Road, Smeaton Grange on periodic Sundays from 7.00am to 10.00am.

## MAIN REPORT

The Macarthur Collegians Cycling Club is seeking a Class 2 Special Event approval to utilise Smeaton Grange Road, Smeaton Grange, between October 2016 and April 2017. Specific dates are provided in the application.

The purpose of the event is for cyclists to conduct cycle races in safe conditions without other road traffic. The proposal is for the road to be temporarily barricaded off with the organisers' maintaining access for emergency vehicles and to general traffic along that section of road at all times, managed by traffic controllers.

The races are proposed to take place on Sunday mornings between 7.15am and 9.30am. Event parking would occur on-street.

A Special Event Transport Management Plan has been received by Council (see **Attachment 1**). The Plan contains the Traffic Control Plan that indicates controls for traffic movements (Dwg No. 16206A) which has been prepared by an RMS accredited traffic control practitioner.

Whilst the event would cause some disruption to traffic movements in Smeaton Grange, Council advised the club that subject to no objections from directly affected businesses that this option could be feasible.

Further to this, the applicant has advised that they have engaged with businesses and the school in the affected area and no objections were raised.

Council has further written to the owners and occupiers of businesses in the area of the proposed closures giving opportunity for any comments. This included the nearby service station. Council has received no correspondence regarding the proposed event.

Council and NSW Police reserve the right to amend or withdraw its approval should further development in the estate take place or business operations and needs change. Any such change would be provided with a minimum of 7 days notice to the club.

## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Camden Council's Fees and Charges stipulates a charge of \$109.80 (including GST) for Special Event Transport Management Plan applications which has been paid by the applicant.

## **CONCLUSION**

A Special Event request has been received for the use of Smeaton Grange Road to conduct cycle races. No objections have been received from affected businesses and it is recommended that the Committee supports the application subject to relevant conditions.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council gives concurrence to the Special Event on Smeaton Grange Road, Smeaton Grange, for the operation of Sunday cycle races by Macarthur Collegians Cycling Club between October 2016 and April 2017, subject to the following conditions:**

- a. the event being classified as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4;
- b. traffic management arrangements implemented in accordance with the Traffic Management Plan;
- c. all traffic control is to be undertaken by RMS accredited traffic controllers;
- d. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;
- e. the organisers obtaining NSW Police concurrence to the Special Event Approval and submit copies to Council;
- f. the organisers maintaining vehicular access through the event area at all times, as requested;
- g. operations associated with the races, including traffic control, set up and pack up shall only take place on Sundays between 7.00am and 10.00am;
- h. the organisers advising the occupiers along the closed sections of road of the traffic management arrangements with dates and times of operation, in writing with evidence submitted to Council;
- i. the organisers shall advertise the road closures in the local papers, erect on street signage and notify emergency services, a minimum seven days prior to the first event; and
- j. Council and NSW Police reserving the right to review or cancel this approval and providing the club a minimum seven days notice to do so.

## ATTACHMENTS

1. Smeaton Grange Road - Special Event Transport Management Plan

## Special Event Transport Management Application



<b>Section 1 – Applicant Details</b>	
Event name:	Early Sunday Morning Cycle Races at Smeaton Grange
Event date/s:	9/10/16, 16/10/30, 23/10/16, 30/10/16, 6/11/16, 13/11/16, 20/11/16, 27/11/16, 4/12/16, 11/12/16, 18/12/16, 1/1/17, 8/1/17, 15/1/17, 22/1/17, 29/1/17, 5/2/17, 12/2/17, 19/2/17, 26/2/17, 5/3/17, 12/3/17, 19/3/17, 26/3/17, 2/4/17, 9/4/17, 16/4/17, 23/4/17, 30/4/17.
Organisation:	Macarthur Collegians Cycling Club Inc
Contact person:	Peter McLean
Postal address:	PO Box 504 Camden NSW 2570
Contact number:	0416 227 158
Mobile*:	0416 227 158
Email:	peter@aora.org.au

\* You must provide a mobile number on which you can be contacted on the day of your event

<b>Section 2 - Checklist</b>		
Special Event Transport Management Plan template completed and signed in Section 6.	Yes	
Traffic Control Plan completed by an RMS accredited person?	Yes	
Attached evidence of Fire Brigade having been consulted.	Yes On approval	
Attached evidence of Ambulance Service having been consulted.	Yes On approval	
Attached copy of Schedule 1 Form submitted to Police.	Yes	
Attached a copy of our Certificate of Currency for Public Liability.	Yes	
Attached evidence of Road Occupancy License submitted to RMS (for events affecting State Roads only)	NA	
Other documentation supplied? (detail as appropriate)		

<b>Section 3 – Payment</b>			
Fee:	Receipt:	Date:	CSO:
Job Number (310) 5751.1501.264			

For further information: [www.camden.nsw.gov.au/page/special\\_events\\_transport.html](http://www.camden.nsw.gov.au/page/special_events_transport.html)

## Special Event Resources

### Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

#### 1 EVENT DETAILS

##### 1.1 Event summary

Event Name: **Criterion Cycle races**

Event Location: **Smeaton Grange Industrial Estate**

Event Date: **Sundays** Event Start Time: **7:30am**

Event Finish Time: **9:30am** Event Setup Start Time: **7:00 - 7:30am**

Event Packdown Finish Time: **9:30 - 10:00am**

Event is  off-street  on-street-moving  on-street non-moving  
held regularly throughout the year

##### 1.2 Contact names

Event Organiser: **Macarthur Collegians Cycling Club Inc.**

Phone: **0416227158** Mobile: **0416227158**

E-mail: **peter@aora.org.au**

Event Management Company (if applicable): **N.A.**

Phone:..... Fax:.....

Mobile:..... E-mail:.....

Police: **Senior Constable Michael Tanner**

Phone:..... Fax:.....

Mobile:..... E-mail:.....

Council: **Mr. Tom Allen**

Phone: **4645 5011** Fax: **4654 7828**

Mobile:..... E-mail:.....

Roads & Traffic Authority (if Class 1): **N.A.**

\*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

### 1.3 Brief description of the event (one paragraph)

The Dunn Road Smeaton Grange criterium cycle races will be held under sterile traffic conditions providing the opportunity for the community to participate in the sport of cycling in a safe manner, whilst being considerate to the needs and views of the general public.

## 2 RISK MANAGEMENT - TRAFFIC

	<b>2.1 Occupational Health &amp; Safety - Traffic Control</b> Risk assessment plan (or plans) attached - see included Traffic Control Plan
	<b>2.2 Public Liability Insurance</b> Public liability insurance arranged. Certificate of currency included.
	<b>2.3 Police</b> Police written approval obtained - currently being sort
	<b>2.4 Fire Brigades and Ambulance</b> Fire brigades notified - to be notified upon receipt of approval Ambulance notified - to be notified upon receipt of approval

## 3 TRAFFIC AND TRANSPORT MANAGEMENT

	<b>3.1 The route or location</b> Map attached - see included Traffic Control Plan
	<b>3.2 Parking</b> Parking organised - In Anzac Road & Smeaton Grange Road Parking not required
	<b>3.3 Construction, traffic calming and traffic generating developments</b> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	<b>3.4 Trusts, authorities or Government enterprises</b>



This event uses a facility managed by a trust, authority or enterprise;  
written approval attached

This event does not use a facility managed by a trust, authority  
or enterprise

### 3.5 Impact on/of Public transport

Public transport plans created – details attached

Public transport not impacted or will not impact event

### 3.6 Reopening roads after moving events

This is a moving event.

This is a non-moving event.

### 3.7 Traffic management requirements unique to this event

Description of unique traffic management requirements attached

There are no unique traffic requirements for this event

### 3.8 Contingency plans

Races will not proceed if inclement weather

### 3.9 Heavy vehicle impacts

Impacts heavy vehicles – RTA to manage

Does not impact heavy vehicles

### 3.10 Special event clearways

Special event clearways required – RTA to arrange

Special event clearways not required

## 4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES



#### 4.1 Access for local residents, businesses, hospitals and emergency vehicles

Plans to minimise impact on non-event community - the non event community will have access to Dunn Road via the Traffic Controller as detailed on the TCP.

~~This event does not impact the non-event community either on the main route (or location) or detour routes~~

#### 4.2 Advertise traffic management arrangements

Road closures or restrictions - two rounds of consultation to occupants close by has been done.

~~No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached~~

No road closures, restrictions or special event clearways - advertising not required

#### 4.3 Special event warning signs

Special event information signs are described in the Traffic Control Plan/s

This event does not require special event warning signs

#### 4.4 Permanent Variable Message Signs

~~Messages, locations and times attached~~

This event does not use permanent Variable Message Signs

#### 4.5 Portable Variable Message Signs

~~The proposed messages and locations for portable VMS are attached~~

This event does not use portable VMS

5 **PRIVACY NOTICE**

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6 **APPROVAL**

TMP Approved by: **Peter McLean** Event Organiser



Date **24 September 2016**

7 **AUTHORISATION TO \*REGULATE TRAFFIC**

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... Council  
.....Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... RTA  
.....Date

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.





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## LOCAL TRAFFIC COMMITTEE

## LTC12

**SUBJECT: PERMANENT ITEMS****FROM:** Manager Infrastructure Planning**BINDER:** 16/293523

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(i) Bike Plan

The Cycling Advisory Group met on 10 March 2016. An update of work underway on the Bike Plan was discussed at the meeting. A draft has been prepared for public exhibition.

**2017/18 Program**

Council made the following submissions:

- Cawdor Road - Sheathers Lane to Camden High School Shared Path design - pending; and
- Shared Path Signage and Linemarking - LGA-wide - pending.

(ii) Pedestrian Access and Mobility Plan (PAMP)

**2016/17 Program**

The footpath construction program is underway in 2016/17 with paths completed in Smeaton Grange Road and Hartley Road, Smeaton Grange, Crookston Drive, Richardson Road, Bowman Avenue and Remembrance Driveway. Works are underway on Armour Avenue which when complete will provide a continuous path along the main bus route in Camden South and a continuous connection between Bridgewater and Camden.

Council is progressing the following pedestrian projects in 2016/17 match funded by the Transport for NSW Active Transport Program and Safer Roads Program:

- Murray Street Pedestrian Crossing design - underway; and
- Cawdor Road Pedestrian Refuge (Currans Hill) - complete.

**2017/18 Program**

Council made the following submissions:

- Crookston Avenue Pedestrian Refuge - pending;
- Waterworth Drive Pedestrian Refuge Upgrade - pending; and
- William Mannix Avenue Pedestrian Refuge Upgrade - pending.

(iii) Black Spot Identification/Evaluation/Treatment

**2016/17 Program**

Council has secured Federal Funding for the following projects. Design is currently underway:

- Deepfields Road, Catherine Field - works include but are not limited to:
  - installation of a sealed shoulder greater than 1 metre;
  - construction of a Right Turn Bay at Deepfields Road/Chisholm Road;
  - construction of a Right Turn Bay at Deepfields Road/Catherine Fields Road;
  - installation of curve warning sign, speed advisory signage and guide posts; and
  - removal of vegetation where appropriate.
  
- Burragorang Road/Cawdor Road intersection - works include but are not limited to:
  - installation of a Right Turn Bay on Burragorang Road;
  - formalisation of left turn bay on Cawdor Road;
  - drainage and kerb works associated with the above upgrades; and
  - signage and line marking associated with the above upgrades.

**2017/18 Program**

Council made the following submissions:

- Wire Lane/Crookston Avenue intersection works - pending;
- Catherine Field Road - Shoulder Treatments - pending; and
- Welling Drive/Waterworth Drive/Henrietta Street roundabout upgrade - pending.

(iv) Upcoming Major Works/Events

<b>Location</b>	<b>Date (s)</b>	<b>Major Works/Event</b>
Bringelly Road	Ongoing	Bringelly Road Upgrade (RMS project)
The Northern Road	Ongoing	The Northern Road Upgrade (RMS project)
Narellan Road	Ongoing	Narellan Road Upgrade (RMS project)
Oran Park Drive	Ongoing	Duplicating (Developer project - Hickson)
Argyle Street, Camden	19 November 2016	Light Up Camden Festival
Argyle Street, Camden	26 January 2017	Australia Day Parade

**RECOMMENDED**

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



## LOCAL TRAFFIC COMMITTEE

LTC13

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/291431

### 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 2016/2017 financial year.

### MAIN REPORT

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
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 in order to get the drink drive message across to the community. Mobile Drug Testing is now also a priority, with heightened Police operations being held.

Project	Target Issue	Current Status
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>	The program has been rolled out at three of the four participating high schools, with delivery at Elizabeth Macarthur High School to be undertaken on 21 October 2016. <ul style="list-style-type: none"> <li>• Mount Annan Christian College – 24 August 2016</li> <li>• Mount Annan High School – 21 September 2016</li> <li>• Elizabeth Macarthur High School – 19 September 2016</li> <li>• Magdalene Catholic High School – 5 August 2016</li> </ul> This completes the program for 2016, and planning and evaluation for 2017 will commence in November / December 2016.
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i>	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.



Project	Target Issue	Current Status
Slow Down	Speed <i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i>	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 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. A joint Speed program is being undertaken with Campbelltown City Council and Camden Highway Patrol. Local streets with perceived speed issues have had speed counts undertaken. This data has been passed onto Police for possible enforcement where appropriate. Additionally, variable message sign placement at these sites is now being prioritised, with the delivery of a new speed check trailer on 12 August 2016. Once a schedule and site audits are finalised the trailer will be placed at locations where speed has been identified as an issue, and will be utilised as a further education and awareness to speed related issues on local streets.
Choose Right Buckle Right	Child Restraints <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>	The last child restraint fitting and checking day was held on 2 September 2016. The next child restraint fitting and checking day is scheduled to be held on 1 December 2016, with extended hours to provide more bookings for residents due to increased demand.
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i>	The last workshop was held on 13 April 2016 in partnership with Campbelltown City Council. This event was promoted through schools, in local newspaper advertising and at the Drives for Learners in Macarthur – Log Book Run events.
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 event was held on 11 September 2016. The next Day Log Book Run is scheduled to be held on 11 December 2016. The event will be promoted in local newspapers and on Council's website.

Project	Target Issue	Current Status
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	Scheduling has been undertaken for the 2016 rollout of the program with Leppington Station being targeted. More sites will be identified and scheduled shortly.
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. The last Camden Liquor Accord meeting was held on 13 September 2016, and the next meeting is scheduled to be held on 22 November 2016. The Camden Liquor Accord has recently introduced a multi venue barring policy for problem patrons, with aim of reducing alcohol related anti social behaviour and improve the safety and amenity of other patrons in venues. It will also act as a deterrent for bad behaviour, with the ability for patrons to be banned from all venues in the Camden LGA.
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>	Further program dates are currently being investigated.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	The program is complete for 2016. Future program planning, quotes and budget allowances is currently being considered.



<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
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 allocated in 2016/2017, through Roads and Maritime Services grant funding with a contribution from Council.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for October 2016.**