



Local Traffic Committee Business Paper

LATE ITEMS

Committee Meeting
20 March 2018

Council Office
70 Central Avenue
Oran Park



LATE ITEMS
LOCAL TRAFFIC COMMITTEE

ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

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LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: GLEDSDOOD HILLS DRIVE, GLEDSDOOD HILLS - RESTRICTED ACCESS

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/74129

PURPOSE OF REPORT

To seek advice from the Local Traffic Committee concerning restricted access in Gledswood Hills Drive, Gledswood Hills.

BACKGROUND

Access to The Crest Estate in Gledswood Hills is currently restricted to Raby Road only. This is causing concern to a significant number of residents as it involves a significant detour.

MAIN REPORT

The Crest Estate precinct is currently being developed in Gledswood Hills by Mirvac developers. It has a collector road – Gledswood Hills Drive – running through the estate, planned to connect The Hermitage Way to the west with Raby Road to the northeast (see **Attachment 1**).

Raby Road is a single carriageway Regional Road with an 80km/h speed limit in this section and 70km/h further east in Campbelltown. It has been identified in the Special Infrastructure Contribution program for upgrading to a dual carriageway between Camden Valley Way and Thunderbolt Drive, to manage traffic volumes generated by the South West Priority Growth Area. The intersection with Gledswood Hills Drive is on the Camden / Campbelltown boundary, and sight distance is affected by a crest and curve in the road.

When the construction of the estate commenced in late 2015 access was only available from Raby Road since westward access was subject to further subdivision development in The Hermitage Estate by a different developer. As such, Mirvac, the developer for the Crest Estate, was given consent to commence development with limited subdivision, subject to the upgrade of the intersection with Raby Road with signals. The purpose of the signals is to safely manage precinct traffic and through traffic at the intersection together with increased flows on Raby Road itself.

In the meantime, the westward connection from The Crest Estate to The Hermitage was constructed in early 2017 with The Hermitage Way being completed in May 2017. In August 2016 Mirvac was given consent for temporary access via The Hermitage Way until access to Raby Road was completed. Future access via The Hermitage Way was restricted until the completion of traffic signals at Raby Road. However, Roads and Maritime Services did not approve traffic signals at that time on the basis of not achieving the relevant traffic warrants.

The current configuration of the Raby Road intersection is a basic seagull arrangement. Concerns remain with sightlines and potential volumes of through traffic if



it was opened to The Hermitage. The developer is pursuing implementation of traffic signals, which RMS has agreed in principle, but this will take some time. In the meantime this means a detour of four kilometres for vehicles heading south on Camden Valley Way which is causing significant community frustration. Furthermore Mirvac is seeking to progress more stages of development but is restricted from being able to do so, until the signals are in place.

Interim options that could be considered are:

- Reducing the posted limit on Raby Road to 70 km/h to meet the available safe intersection stopping distance, which would require RMS support;
- Removing barriers in place restricting access to The Hermitage Way noting that this will allow through access and potentially increase the volume of traffic seeking to turn right at Raby Road, where the current available safe intersection sight distance is not met for the posted speed limit of 80km/hr;
- Relocating barriers to restrict access to Raby Road noting this will increase the detour for vehicles heading towards Campbelltown;
- One resident has suggested relocating the barrier to a location within The Hermitage, diverting traffic to local access roads thereby discouraging through traffic. However these roads are too narrow to manage collector road volumes and this could create a hazard.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report.

CONCLUSION

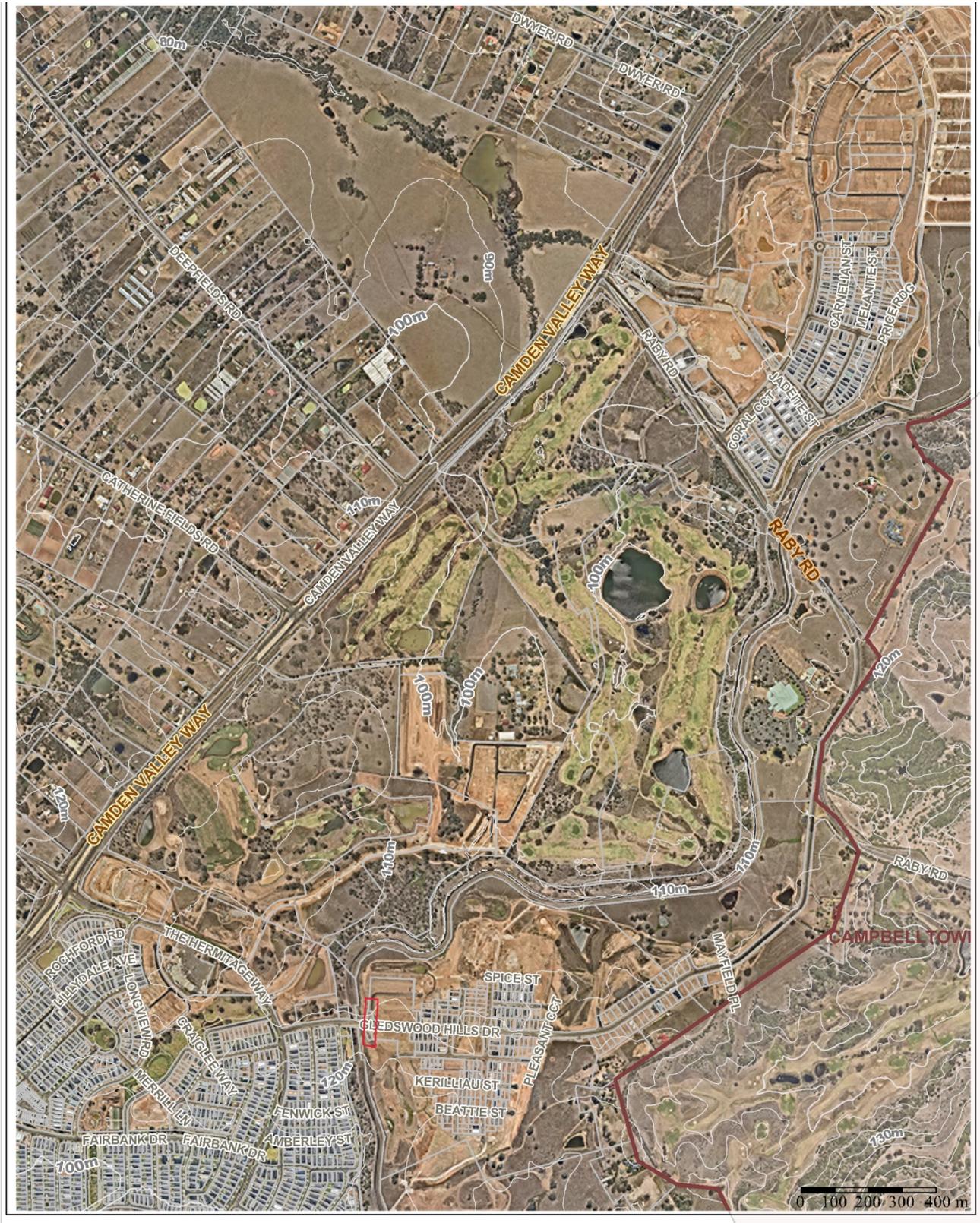
Consideration has been given to restricted access in Gledswood Hills Drive and advice is sought from the Local Traffic Committee in this matter.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on restricted access to Gledswood Hills Drive, Gledswood Hills.

ATTACHMENTS

1. The Crest Estate - Gledswood Hills



Camden Council
 70 Central Ave
 ORAN PARK NSW 2570
 Telephone: 02 4654 7777
 Fax: 02 4654 7829
 Email: mail@camden.nsw.gov.au

 Current Barrier

Gledswood Hills Drive - The Crest Estate

Map Scale: 1:15000
 Projection: GDA94 / MGA zone 56
 Date: 16/03/2018 11:49 AM



DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.



LOCAL TRAFFIC COMMITTEE

LTC18

**SUBJECT: ARGYLE STREET / CAWDOR ROAD, CAMDEN - ANZAC DAY 2018
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

FROM: Manager Assets, Design & Traffic Services

TRIM #: 17/310557

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for use of the streets of Camden to conduct the annual Anzac Day Dawn Service and street march on Wednesday 25 April 2018.

BACKGROUND

The Camden RSL Sub Branch has requested approval to use Camden streets to conduct the annual ANZAC Day dawn service and street march.

MAIN REPORT

ANZAC Day is the solemn day of remembrance of those Australian and New Zealand Army Corps soldiers who fought and died at Gallipoli in 1915. It is also a day of remembrance for all soldiers who have fought and died for their country. It is commemorated on 25th April each year.

The Camden RSL Sub Branch proposes the day's events are undertaken in two stages. The first stage will be a Dawn Service, commencing at 5.00am, whilst the second stage will be a formal street march through the main street of Camden commencing at 10.30am.

The event has been determined as a Class 2 Event Category. Traffic Control Plans have been prepared to ensure appropriate traffic management measures are implemented as part of the road closures.

Dawn Service

The Dawn Service is the first stage of the day's events. It is proposed to be held at the BEP on Cawdor Road, Camden, opposite the Camden RSL Sub Branch. The service will commence at 5.00am. However, to assist with setting up and crowd management the proposed road closures in Cawdor Road will need to commence at 4.30am. It is expected that Cawdor Road will be reopened to normal traffic operations by 7.00am. Proposed traffic management arrangements are detailed in the Traffic Control Plan. Detours are via Barsden Street, Broughton Street and Murray Street.

In the last few years community patronage of this event has increased significantly and given the level of interest it has generated, the request to have the road closed is considered justified.

Street March

The Street March will follow a route commencing in Elizabeth Street (marshalling area), along the westbound carriageway of Argyle Street through to Cawdor Road and then turning right into the BEP. At this point a Community Commemorative Service will be conducted adjacent to the BEP memorial, opposite the Camden RSL Sub Branch.

Participants in the march will marshal and form ranks in Elizabeth Street at 10.00am. This requires the closure of Elizabeth Street between Mitchell and Argyle Streets to restrict through traffic movements. Access can still be provided to businesses and residents as required. However access to the Larkin Place car park from Elizabeth Street will be closed until the road is cleared of participants. Arrangements are in place to minimise the impact of current road works in Argyle Street on the parade and spectators.

The Street March is scheduled from 10.30am to 11.30am. Whilst the march is in progress the side streets along both sides of Argyle Street will be closed and traffic will be prevented from accessing Argyle Street in both directions. This will allow for safe spectator viewing. Argyle Street will progressively re-open as the last Police/SES vehicle passes. For a ten minute period between 10.30am and 10.40am it is proposed that the westbound diversion route on Argyle Street between View Street and Hill Street is also closed to vehicles.

Proposed traffic management arrangements are detailed in the Traffic Control Plan.

After the main service, the participants and attendees will be assisted across Cawdor Road to the Camden RSL Club under manual control by the Police and SES, between 11.30am and 12 noon.

Traffic Control

The NSW Police and State Emergency Services (SES) will be engaged by the RSL to provide assistance and traffic control. As in previous years the Police will provide a lead and follow-up vehicle for the street march. The SES will assist with the closure of Cawdor Road for the Dawn Service and the street march and will also assist with the reopening of the roads.

Security measures / Vehicle mitigation strategies

Due to consideration of possible security issues in relation to hostile vehicle risks, the following additional measures have been proposed:

- Physical vehicles (rigid trucks or similar vehicles) being used as static barriers at the entry points where a hostile vehicle could access and impact either the street parade or the crowd watching the parade
- Crowd barriers being placed along Argyle Street along the median island and kerb side to allow for safe spectator viewing.

Public Transport

The event occurs on a public holiday when a route 895 bus service to Campbelltown is scheduled to arrive at John Street in Camden at 11.20am, and a service from Campbelltown arrives at 11.57am.



These two services will be diverted to the Camden Bypass via Macarthur Road. Passengers are advised to visit the Busabout website at [www. Busabout.com.au](http://www.Busabout.com.au) or call Transport NSW on 131 500 for all timetables enquiries.

Roadworks

Council is currently undertaking intersection upgrade works at the Camden Valley Way / Macarthur Road intersection. Due to the proximity of this intersection to the Camden CBD and Macarthur Road being proposed as a diversion route when roads in Camden CBD, Council is planning additional traffic control at the intersection during the parade to minimise the delays. Works will not be undertaken on the day.

Current roadworks in Argyle Street will be made safe and works will not be undertaken on the day.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The financial implications associated with this event would equate to an annual ongoing contribution of up to \$46,600 to the ANZAC day event as follows:

Subsidy reason	Current Approval Process	Ongoing approval process	Amount
Event sponsorship	Annual Sponsorship application approved by Council	Ongoing subsidy – submitted as part of the annual budget review process	\$10,000
Fee Waiver – special event permit and temporary road closures	Approved by Council resolution 29 January 2013	To continue	\$1,600
Increased event security measures	New Cost	Ongoing subsidy – submitted as part of the annual budget process	Approx \$35,000
Total – up to			\$46,600

It is proposed that the costs associated with ANZAC Day 2018 are considered as part of the December quarterly review and for future years as part of the annual budget process.

CONCLUSION

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre for the operation of ANZAC Day events. Arrangements have been planned which reflect successful arrangements of previous years, as well as improved security measures, to allow the safe operation of the events. It is therefore recommended that the Local Traffic Committee gives concurrence to this special event subject to conditions.

RECOMMENDED

The Local Traffic Committee recommends that Council:

- a) gives concurrence for the closure of Cawdor Road between Barsden Street and Onslow Park from 4.30am to 7.00am on Wednesday 25 April 2018, as per the certified Traffic Control Plans and the associated Special Event Transport Management Plan, for the Anzac Day Dawn Service;
- b) gives concurrence for the closure of the following roads between 10.00am and 11.30am on Wednesday 25 April 2018, as per the certified Traffic Control Plans and the associated Special Event Transport Management Plan, for the Anzac Day March:
 - Cawdor Road from Barsden Street to Argyle Street;
 - Murray Street (northbound) from Coles car park entrance to Argyle Street;
 - Murray Street (southbound) from Murray Car park entrance to Argyle Street;
 - Argyle Street (both sides) from Cawdor Road to Hill Street;
 - Argyle Street (north side only) from Hill Street to Elizabeth Street;
 - Argyle Street (south side only) from Hill Street to View Street (10.30am to 10.40am only);
 - Oxley Street from Argyle Street to south of the access to the southern-most off-street carpark;
 - Elizabeth Street from Argyle Street to Mitchell Street;
 - John Street from north of the access to the John/Hill Streets Carpark to south of the access to the Larkin Place Carpark; and
 - Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Carpark;
- c) gives concurrence of the above events subject to the following conditions:
 - i. the event classified as Class 2, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;
 - ii. traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;
 - iii. the event is controlled by NSW Police with support from RMS accredited traffic controllers;
 - iv. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;
 - v. the organisers shall obtain NSW Police concurrence to the Special Event approval;
 - vi. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
 - vii. temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;
 - viii. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;
 - ix. businesses along the closed road sections and local bus companies being advised of the traffic management arrangements in writing, by the organisers; and
 - x. access is facilitated for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street.

LOCAL TRAFFIC COMMITTEE

LTC19

**SUBJECT: ORIELTON ROAD AND HARTLEY ROAD, SMEATON GRANGE -
PARKING ASSESSMENT**

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/75649

PURPOSE OF REPORT

To present to the Local Traffic Committee the findings of a parking assessment in Orielson Road and Hartley Road, Smeaton Grange.

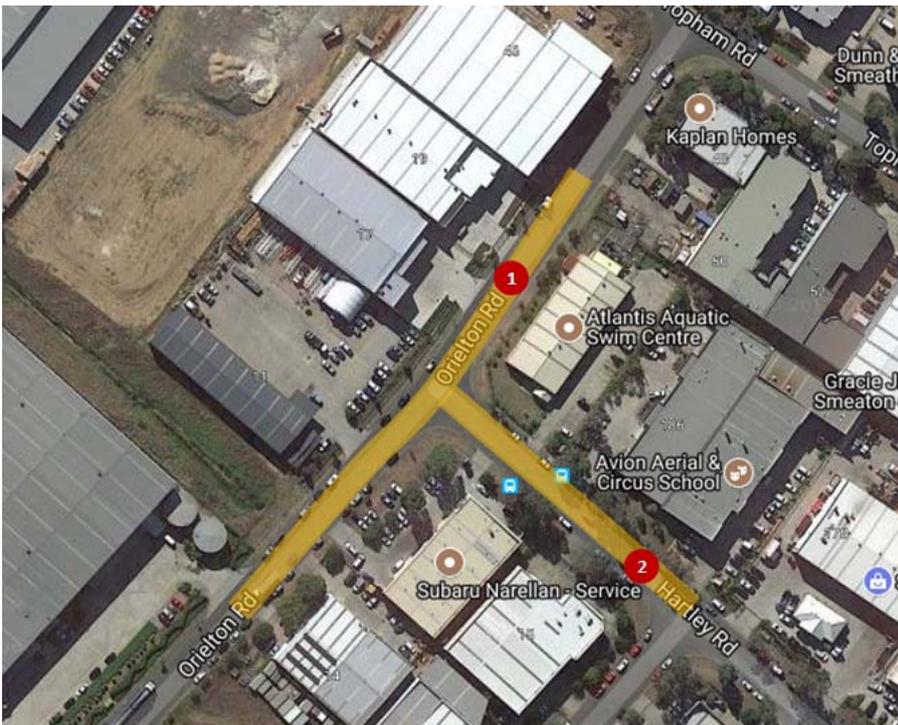
BACKGROUND

Council has observed high levels of parking in Orielson Road and Hartley Road, Smeaton Grange. A parking assessment has been undertaken to review the existing conditions and the potential for any further traffic measures.

MAIN REPORT

No Stopping signage has previously been placed around the corners of the intersection of Orielson Street and Hartley Road to help ensure they are kept clear of parked vehicles. This is because of the high parking occupancy in the area. These have previously been damaged but recently reinstated with yellow lines to reinforce the restriction.

Council engaged an independent parking occupancy survey on 16 November 2017 in the vicinity of the intersection as shown in the image below.



Parking occupancy was 90% - 100% between 9am and 11am. It then drops to approximately 65% at midday and remains relatively constant until 4pm where it increases to 85% on Orierton Road and 90% on Hartley Road. Parking demand was generally higher in Hartley Road than Orierton Street. Outside of the study area, it was observed that there is significantly lower on-street parking demand.

A follow up assessment was undertaken on 21 February 2018 checking number plates of parked vehicles, to confirm how long they were parked for. The results showed that along Orierton Road 36% of vehicles that were parked in the morning at 9:00am, were spotted again at 2:50pm. Hartley Road showed higher long stay parking with 77% of vehicles still being there at 2:50pm. Vehicles were not parking on restricted areas on the corners of the intersection.

The data shows that the periods of high occupancy were determined to be within small intervals in the morning between 9am and 11am and post 4pm where it begins to peak again.

Council does not have a record of any business requesting parking changes and based on the assessment, there is not a clear justification for timed parking or other measures in this area at this time.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications.

CONCLUSION

An assessment of parking has been undertaken in Smeaton Grange for consideration by the Committee.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on parking arrangements in Orierton Street and Hartley Road, Smeaton Grange, and continues to monitor the situation.



LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: GLENROWAN DRIVE, HARRINGTON PARK - TRAFFIC ASSESSMENT
FROM: Manager Assets, Design & Traffic Services
TRIM #: 18/80803

PURPOSE OF REPORT

To present to the Local Traffic Committee the findings of a traffic assessment in Glenrowan Drive, Harrington Park.

BACKGROUND

Traffic measures have recently been implemented in Glenrowan Drive. In continuing to monitor the situation a traffic assessment has been undertaken to review the effectiveness and the potential for any further measures.

MAIN REPORT

Glenrowan Drive is an 8 metre wide primary access road in Harrington Park that runs between Hillside Drive and Harrington Parkway (see **Attachment 1**). It has a speed limit of 50km/h. A traffic survey in June 2015 indicated 85th percentile speeds of 57 km/h and an average daily volume of 1,498 vehicles.

In response to more recent community concerns and following a resolution of the Committee, the following was implemented in January 2018:

- Separation line (S1) along the length of the road with;
- Double barrier (BB) lines for 10 metres on approach to splitter islands;
- Edgelines (E4) lines bordering the roundabout splitter islands;
- Give Way (TB) lines at the roundabouts; and
- Remarking double barrier lines for 28 metres on the approach to Harrington Parkway.

Adjacent residents were advised through the public consultation letter that parking would not be permitted adjacent to the double barrier lines.

Considering the potential impact of speed humps on residential amenity and that additional double barrier marking would significantly impact on-street parking it was recommended not to progress these measures but to continue to monitor the situation.

A follow-up traffic survey was completed in February 2018 which indicated 85th percentile speeds of 51 km/h and an average daily volume of 2,468 vehicles. It has also been observed that hazard boards are not in place on two of the four roundabouts on Glenrowan Drive.

The data indicates that the measures have been effective at slowing speeds. It is also acknowledged that through traffic on Glenrowan Drive has increased significantly but is still within the range for a primary access road.

Recently there have been community concerns raised that parking is occurring adjacent to double barrier lines and that it remains hazardous accessing some properties. Pro-active patrols have been undertaken by Rangers at different times of day, including weekends, indicating that parking adjacent to double barrier lines sometimes occurs but is not identified as a significant issue. Enforcement action has been undertaken in recent months.

Further measures that could be undertaken include:

- No Stopping signage / yellow edge linemarking adjacent to all barrier lines and at roundabouts.
- Community notification advising that parking should not occur adjacent to barrier lines.
- Installation of chevron directions signs within roundabout centre islands at the intersections with Minell Court and Harrington Parkway.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Additional signage and linemarking would be funded from the RMS Block Grant.

CONCLUSION

An assessment of traffic conditions has been undertaken in Glenrowan Drive, Harrington Park for consideration by the Committee.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Glenrowan Drive, Harrington Park:

- Yellow edgeline marking at roundabouts to reinforce the existing statutory No Stopping restrictions; and**
- Chevron direction signs at the roundabouts intersecting at Minell Court and Harrington Parkway.**