

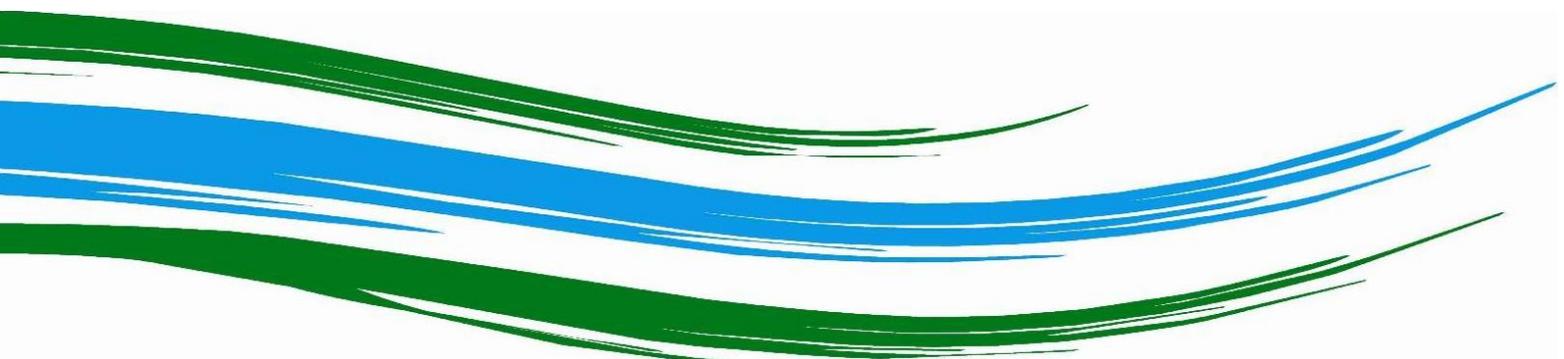


# Local Traffic Committee Business Paper

**Committee Meeting**  
**3 November 2020**

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**Microsoft Teams**



**LOCAL TRAFFIC COMMITTEE**  
**03 November 2020**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 3 November 2020, commencing at 9.30am at Microsoft Teams.

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 minimize 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 Team on 4654 7777.

Your sincerely

Sandra Kubecka  
**DIRECTOR COMMUNITY ASSETS**

## Local Traffic Committee

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### **Background**

Transport for NSW (TfNSW) 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, TfNSW 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 TfNSW 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 TfNSW 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 TfNSW 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 TfNSW; 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 Transport for NSW (TfNSW) 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 and Road Safety Officer
DA	Development Application
DCP	Development Control Plan
DPIE	Department of Planning, Industry & Environment
EEP	Enhanced Enforcement Programs
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
PAMP	Pedestrian Access and Mobility Plan
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
VPA	Voluntary Planning Agreement





# LOCAL TRAFFIC COMMITTEE

## ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

### **Acknowledgement of Country**

I would like to acknowledge the traditional custodians of this land on which we meet and pay our respects to elders both past and present.

Present  
Apologies

Confirm and adopt Minutes of the Local Traffic Committee Meeting held 4 August 2020

Local Traffic Committee Tuesday 3 November 2020

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**BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 1  
DECEMBER 2020**

**INFORMAL ITEMS**

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## LOCAL TRAFFIC COMMITTEE

### LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Director Community Assets  
**TRIM #:** 20/296627

---

The Local Traffic Committee report dated 4 August 2020 was presented to the Council meeting on 8 September 2020. Council adopted the Local Traffic Committee's recommendations without amendment.

### RECOMMENDED

**That the adoption by Council of the Committee's recommendations dated 4 August 2020 be noted.**



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## LOCAL TRAFFIC COMMITTEE

### LTC02

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

**FROM:** Director Community Assets

**TRIM #:** 20/296633

---

Did Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 4 August 2020.

### RECOMMENDED

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

---

## LOCAL TRAFFIC COMMITTEE

### LTC03

**SUBJECT: PRICE RIDGE, LEPPINGTON - CENTRELINE AND EDGELINES**

**FROM:** Director Community Assets

**TRIM #:** 20/290295

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline and edgeline marking in Price Ridge, Leppington.

### BACKGROUND

Concerns have been raised regarding motorists driving in a manner that compromises road user safety in Price Ridge. Line marking is proposed to help address these concerns.

### MAIN REPORT

Price Ridge is a local collector road with residential frontages. It measures 11 metres wide between Bieger Road and Fig Avenue. The configuration between Bieger Road and Camden Valley Way includes a centre median facilitating 5.5 metre-wide lanes in each direction for travel and parking. An overview plan is shown in **Attachment 1**.

To address speeding concerns raised by residents and encourage motorists to reduce their speed, it is proposed to implement broken centrelines and edgelines on Price Ridge between Camden Valley Way and Fig Avenue. The delineation would create 3.3 metre wide travel lanes and 2.2 metre wide parking lanes. This measure has been proven effective in other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce speeds. Traffic surveys were undertaken and detected 85<sup>th</sup> percentile speeds of 60km/h southbound and 59km/h northbound. Volumes specify the 7-day average to be 877 vehicles per day. Although this does not achieve the recommended TfNSW warrant for edgelines on urban roads, the relatively high recorded speeds are considered a justification for the treatment.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Five responses were received, none of whom objected to the proposal. However, some did provide some suggestions. One respondent suggested the removal of the median between Berger Circuit and Bieger Road as they stated they have witnessed motorists mount the median when vehicles are parked kerbside. The edgeline will encourage parking to the kerb allowing sufficient room for a vehicle to pass. Two respondents stated that the line marking will not address speeding concerns. As stated in this report the proposed measure has proven to reduce motorist speeds due to the perception of reduced travel lane. One respondent also requested speed humps on the approach to the intersection with Fig Avenue and Arkenstone Street. This is not recommended on a collector road due to noise and amenity impacts.



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## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

It is proposed that the cost of the installation be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year at the approximate cost of \$8,000.

## **CONCLUSION**

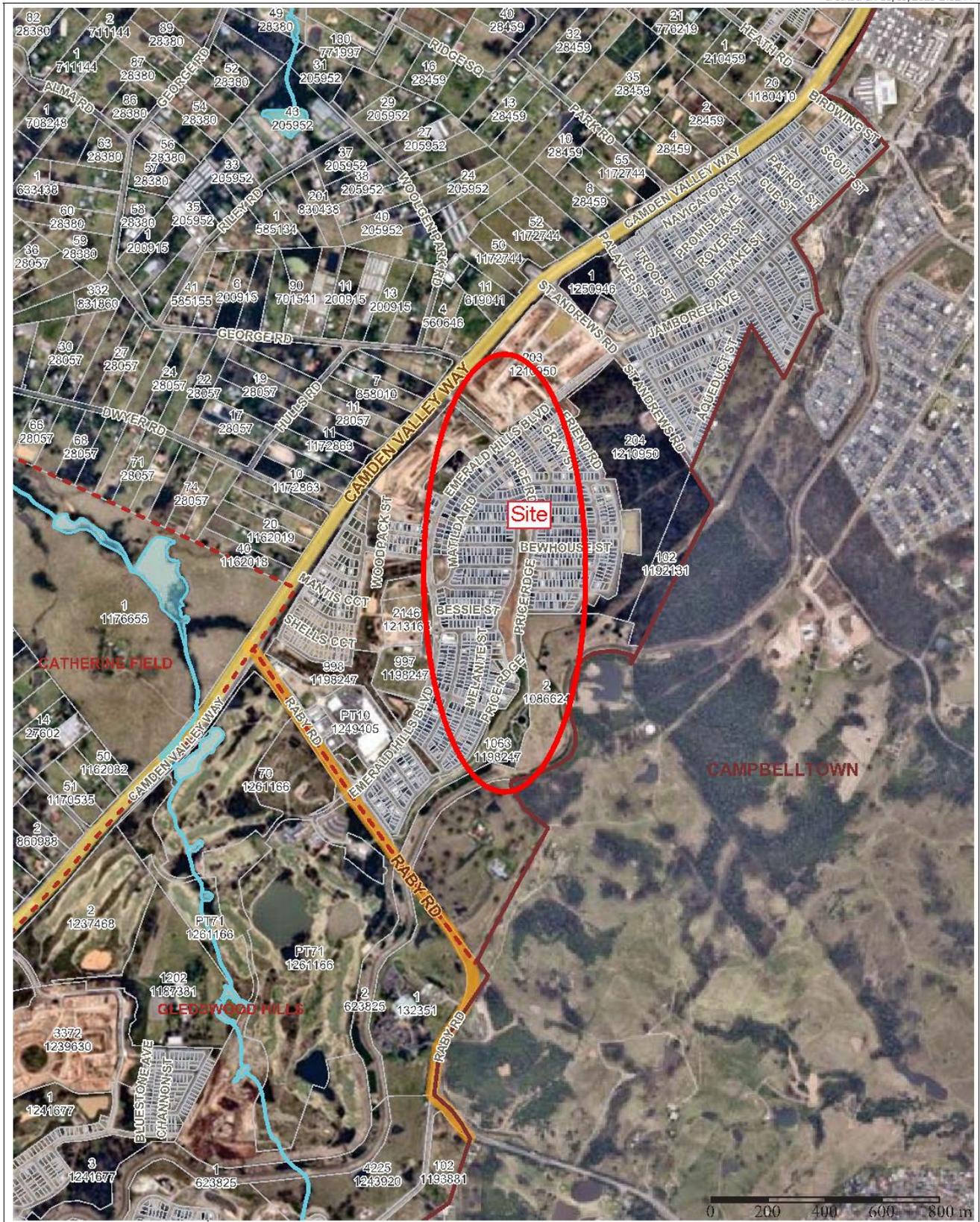
Concerns have been raised about vehicles speeding and it is recommended that centreline and edgeline markings be supported to address the concerns.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Price Ridge, Leppington, centrelines (S1), where there is no median, and edgelines (E1) along the length of the road.**

## ATTACHMENTS

1. Attachment 1 - Location - Price Ridge, Leppington
2. Plan 1 - Price Ridge, Leppington
3. Plan 2 - Price Ridge, Leppington
4. Plan 3 - Price Ridge, Leppington



	<b>Subject Site</b> Price Ridge, Leppington	
<p>Camden Council 70 Cental Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Map Scale: 1:18056 Projection: GDA94 / MGA zone 56 Date: 10/09/2020 2:52 PM</p>	<p>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.</p>



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**Subject Site**

Price Ridge, Leppington 2  
 16257/2020

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LTC03

Attachment 4



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## LOCAL TRAFFIC COMMITTEE

LTC04

**SUBJECT: COBBITTY ROAD, COBBITTY - CHILDREN'S CROSSING AT COBBITTY PUBLIC SCHOOL**

**FROM:** Director Community Assets

**TRIM #:** 20/294472

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the signage and line marking, associated with installing a children's crossing along Cobbitty Road, Cobbitty.

### BACKGROUND

There is currently a zebra crossing outside the gate to Cobbitty Public School on Cobbitty Road. Council has received a request from the school to provide additional control at the crossing. A hybrid zebra / children's crossing is therefore proposed.

### MAIN REPORT

A request has been made by Cobbitty Public School for the zebra crossing outside the school to be upgraded to a children's crossing, to encourage improved behaviour and awareness of people crossing. An overview plan is provided in **Attachment 1**.

It is proposed to install a children's crossing at this location, to make it a hybrid zebra / children's crossing, as it provides a stop line requiring motorists to stop on approach, when a pedestrian is crossing the road compared to the zebra crossing which requires motorists to give way. Crossing flags and striped poles further highlight the facility. Outside of school hours when the flags are removed, the crossing would revert to zebra crossing controls. Details are provided in **Attachment 2**.

The proposal would not impact on existing on street parking provision as No Stopping restrictions are already in place.

The crossing currently has a crossing supervisor. Council has liaised with the school regarding the placement and removal of the crossing flags and a signed agreement will be sought prior to the installation of the treatment.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage and line marking are estimated at \$1,000. It is proposed that the cost be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year.

### CONCLUSION

A children's crossing is proposed on Cobbitty Road to supplement the existing zebra crossing to enhance pedestrian safety, and it is recommended that the committee supports the proposal.



---

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Cobbitty Road, Cobbitty, a children's crossing with associated signage, linemarking and flags at the existing zebra crossing at Cobbitty Public School.**

### ATTACHMENTS

1. Attachment 1 - Location Plan - Cobbitty Road, Cobbitty
2. Attachment 2 - Cobbitty Road, Cobbitty



Camden Council  
 70 Cental Ave  
 ORAN PARK NSW 2570  
 Telephone: 02 46547777  
 Fax: 02 4654 7829  
 Email: mail@camden.nsw.gov.au

**Subject Site - Attachment 1**  
 Cobbitty Road, Cobbitty

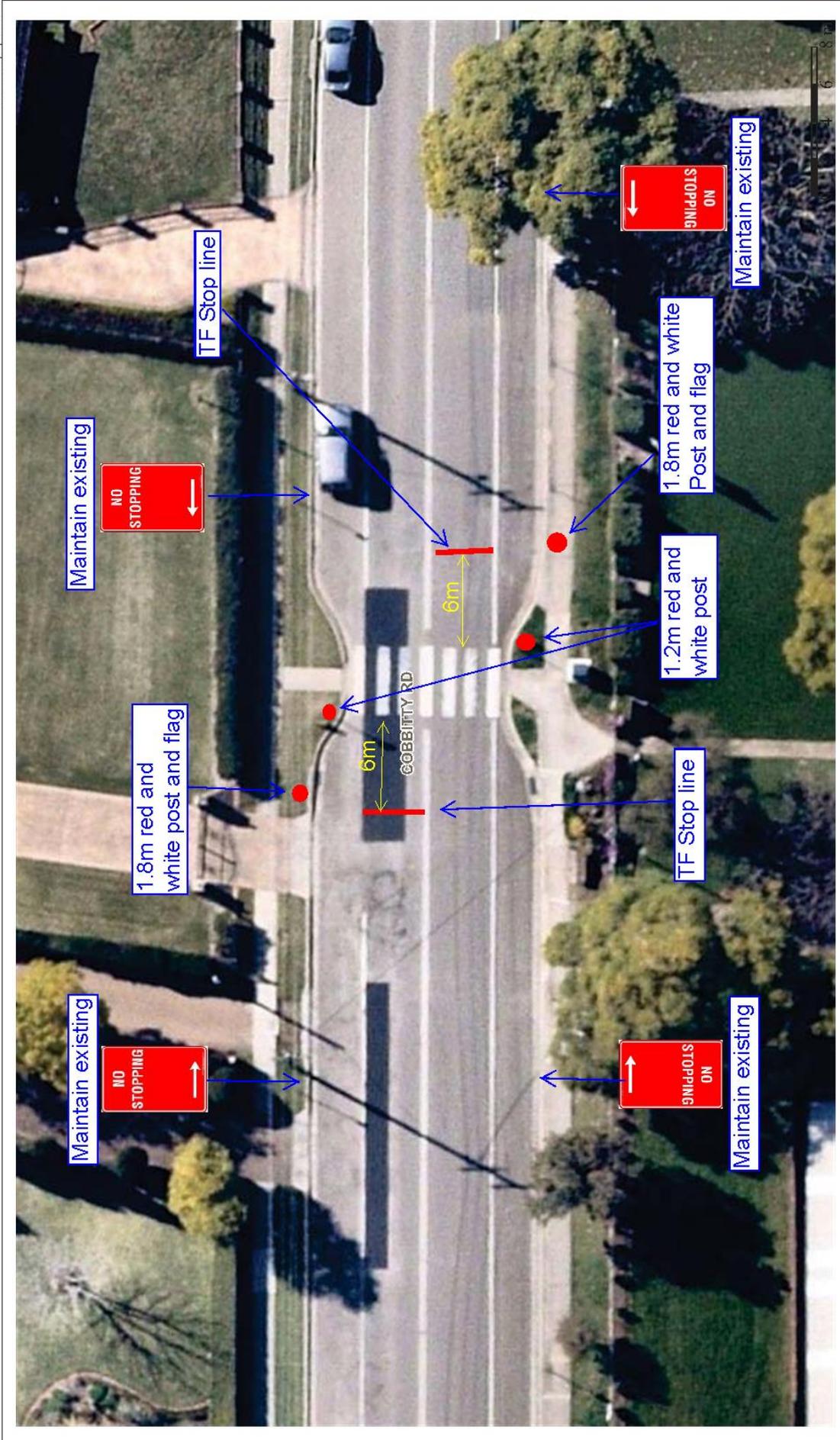
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LTC04  
Attachment 2

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Ph: 02 4954 7777  
Fax: 02 4954 7809  
Email: mail@camden.nsw.gov.au

**Subject Site - Attachment 2**  
Cobbitty Road, Cobbitty  
hybrid crossing

Map Scale: 1:282  
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## LOCAL TRAFFIC COMMITTEE

### LTC05

**SUBJECT: SKELTON STREET, ORAN PARK - NO STOPPING RESTRICTIONS**  
**FROM:** Director Community Assets  
**TRIM #:** 20/295687

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#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions along Skelton Street at the intersection with South Circuit.

#### BACKGROUND

Concern has been raised regarding parking along Skelton Street near the intersection with South Circuit. Due to the narrowness of the road, motorists have been impeded when a vehicle is approaching in the opposite direction. Formal No Stopping restrictions are proposed to address this.

#### MAIN REPORT

Skelton Street narrows to 6.4 metres wide in the vicinity of the intersection with South Circuit. Because of the width, when vehicles are parked kerbside, the carriageway can only accommodate one-way travel, impeding traffic and causing a potential hazard at the intersection. It is therefore proposed to implement No Stopping (R5-400) restrictions along both sides of the indented section of Skelton Street (western end) and along the indented section of South Circuit. This would ensure clear road space for vehicles to enter Skelton Street and accommodate any passing vehicles.

Consultation was undertaken with adjacent owners and occupants regarding the proposed No Stopping restrictions. One response was received opposing the proposal as they opposed the removal of parking. Parking along this section of Skelton Street compromises safety and travel flow.

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the signage and line marking be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year at an approximate cost of \$2,400.

#### CONCLUSION

Following concern about vehicles parking along the narrow section of Skelton Street, impacting on traffic flow and safety, it is recommended that the Committee supports the installation of No Stopping restrictions.



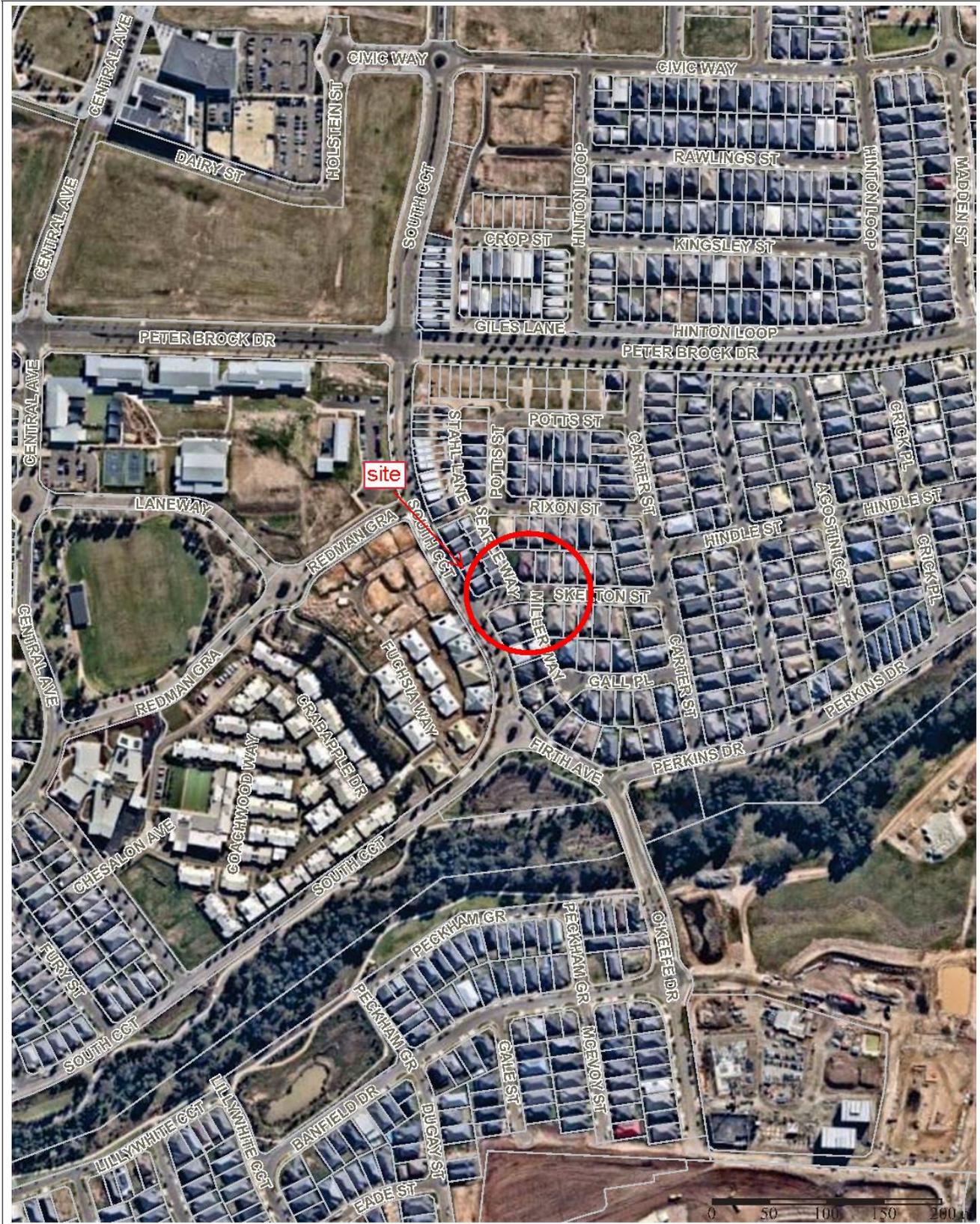
### **RECOMMENDED**

The Local Traffic Committee recommends in Skelton Street, Oran Park:

- i. 52 metres No Stopping restrictions (R5-400 signage) on the northern side of Skelton Street;
- ii. 65 metres of No Stopping (R5-400 signage) on the southern side Skelton Street;
- iii. 18 metres No Stopping restrictions (R5-400 signage) on South Circuit, north of the intersection with Skelton Street; and
- iv. 11 metres No Stopping restrictions (R5-400 signage) on South Circuit, south of the intersection with Skelton Street.

### ATTACHMENTS

1. Attachment 1 - Location - Skelton Street, Oran Park
2. Attachment 2 - Location - Skelton Street, Oran Park



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 **Subject Site**  
 Skelton Street, Oran Park

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LTC05  
Attachment 2

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**Subject Site**  
Skelton Street, Oran Park



Map Scale: 1:400  
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Date: 17/06/2020 12:56 PM



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## LOCAL TRAFFIC COMMITTEE

### LTC06

**SUBJECT:** GREENFIELD CRESCENT, ELDERSLIE - CENTRELINES  
**FROM:** Director Community Assets  
**TRIM #:** 20/296617

---

#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines on Greenfield Crescent, Elderslie.

#### BACKGROUND

Concerns have been raised regarding motorists parking on a curve in Greenfield Crescent, creating road safety hazard. Centreline marking is proposed to address this issue.

#### MAIN REPORT

Greenfield Crescent is a local road and is 7 metres wide. Parking is unrestricted on both sides. Due to the narrow nature of the road and the sharp curve, double barrier lines 23 metres in length are recommended around the curve to assist in managing traffic and ensure lines of sight are maintained (see **Attachment 1**). The double barrier lines will legally restrict parking along the adjacent kerb line due to the width of the roadway.

Owners and occupiers adjacent to the proposal have been consulted. One response was received opposing the design and requesting that the lines are extended to Longley Avenue as the resident did not want vehicles parking adjacent to their property. The concern being addressed is to ensure safety of road users around the bend, extending the treatment to Longley would eliminate on-street parking throughout and is not recommended.

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Local Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$500.

#### CONCLUSION

Concern has been raised regarding motorists parking vehicles on a curve in Greenfield Crescent, creating road safety concerns, and it is recommended that the Committee supports double barrier lines to address the issue.

#### RECOMMENDED

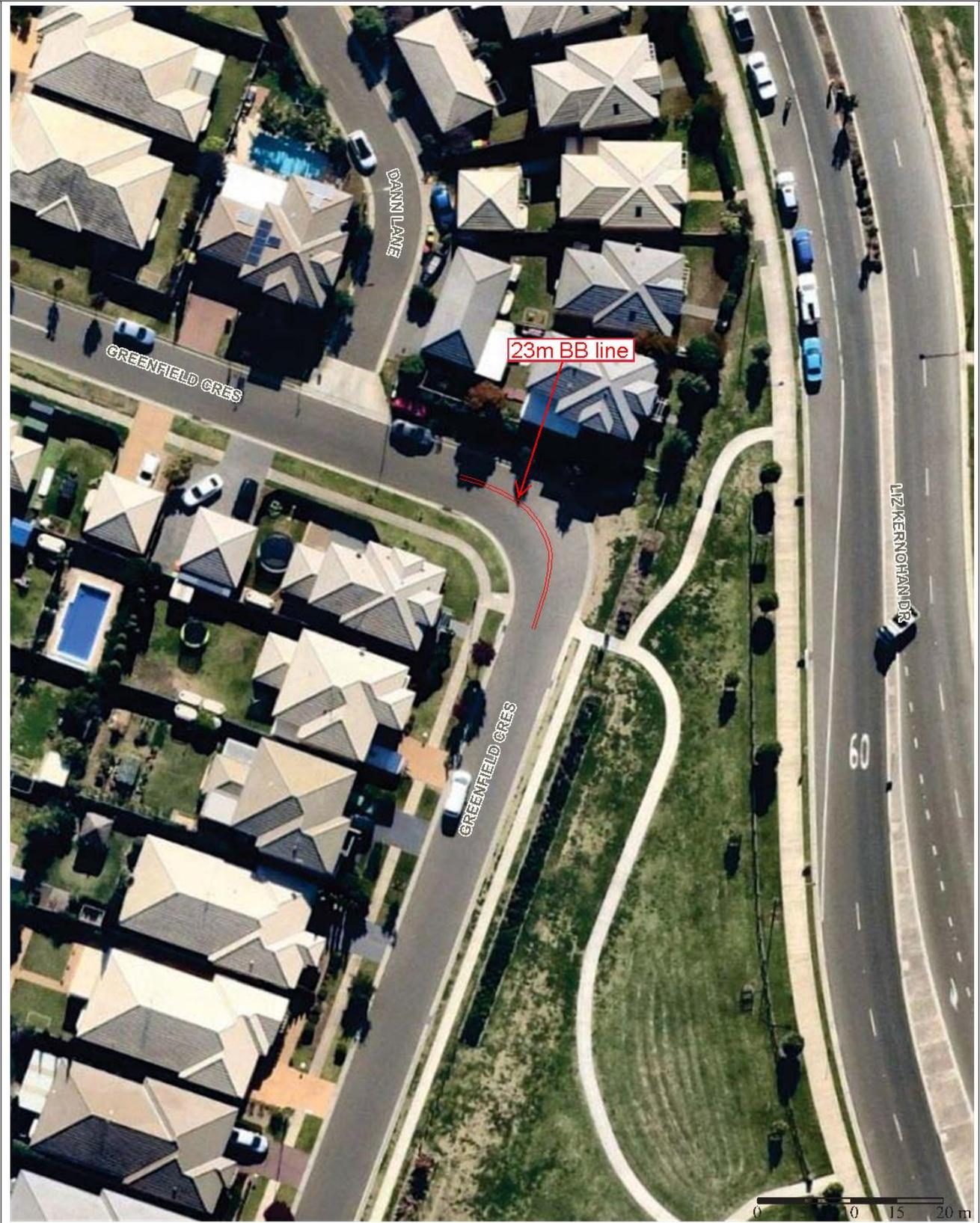
**The Local Traffic Committee recommends that Council approves in Greenfield Crescent, Elderslie, 23 metres of double barrier (BB) lines around the curve at the northern end.**



---

## ATTACHMENTS

1. Attachment 1 - Greenfield Crescent, Elderslie



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 Fax: 02 4654 7829  
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**Subject Site**

Greenfield Cres, Elderslie  
 16949/2020

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## LOCAL TRAFFIC COMMITTEE

### LTC07

**SUBJECT: MEARES CRESCENT - CATHERINE FIELD - GIVE WAY CONTROLS AT INTERSECITON WITH ROWLAND AVENUE AND WILHELM PARADE**

**FROM:** Director Community Assets

**TRIM #:** 20/296707

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Give Way sign at Meares Crescent / Rowland Avenue and Meares Crescent / Wilhelm Parade intersections, Catherine Field.

### BACKGROUND

Concern has been raised regarding traffic safety at the intersection of Meares Crescent and Rowland Avenue due to traffic on Meares Crescent failing to give way. Give Way signage and linemarking is proposed to address this.

### MAIN REPORT

Meares Crescent and Rowland Avenue are both local roads with a default speed limit of 50km/h. Meares Crescent meets Rowland Avenue, forming a modified Y-intersection. An investigation has been undertaken by Council officers, observing that because of the geometry, it may not be clear to some drivers as to which leg to give way at, in accordance with the T-intersection rule.

Australian Standard AS1742.2, Clause 2.5 recommends that a Give Way sign shall be provided at intersections where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example, at a Y-intersection.

In light of the above, it is recommended that a Give Way sign and its associated line marking be installed at this location as shown in **Attachment 1**.

Owner and occupiers in the vicinity of the proposal were invited to provide feedback. No responses were received.

In addition, it is also proposed to install Give Way controls at the intersection of Meares Crescent and Wilhelm Parade to define the intersection control at this location.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage and line marking is \$2,000. It is proposed that the cost be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year.

### CONCLUSION

Following a concern raised regarding traffic safety at the intersection of Meares

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Crescent and Rowland Avenue, a site assessment has been undertaken and it is recommended that a Give Way sign be installed at this location.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Meares Crescent, Catherine Field, a Give Way sign (R1-2) and associated line marking (TB & TB1) at the intersection with Rowland Avenue and Wilhelm Parade.**

### ATTACHMENTS

1. Attachment 1 - Meares Crescent, Catherine Field - Give Way Control



**PROPOSED GIVE WAY CONTROLS - MEARES CRES /  
ROWLAND AVE ANND MEARES CRES / WILHELM PDE  
INTERSECTIONS, CATHERINE FIELD**

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70 Central Ave  
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## LOCAL TRAFFIC COMMITTEE

LTC08

**SUBJECT: RYMILL CRESCENT, GLEDWOOD HILLS - CENTRELINES**  
**FROM:** Director Community Assets  
**TRIM #:** 20/296789

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines on Rymill Crescent, Gledswood Hills at Craiglee Way.

### BACKGROUND

Concerns have been raised regarding motorists parking opposites the intersection in Rymill Crescent creating road safety concerns for residents. Centreline linemarkings are proposed to address the issue.

### MAIN REPORT

Rymill Crescent is a local access road and it is 7.2 metres wide. Parking is unrestricted on both sides.

Observations indicate that due to the narrowness of Rymill Crescent and the bend in the road at its intersection with Craiglee Way, double barrier lines are warranted to assist in managing traffic and ensure lines of sight are maintained (see **Attachment 1**). The double barrier lines will also legally restrict parking along the adjacent kerb line due to the width of the roadway.

Owners and occupiers adjacent to the proposal have been consulted. No responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of linemarking installation be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$500.

### CONCLUSION

Concerns have been raised regarding motorists parking vehicles opposites the intersection, creating road safety concerns, and it is recommended that the Committee supports double barrier lines to address this issue.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Rymill Crescent, Gledswood Hills, 10-metre-long double barrier (BB) centrelines on each side of the intersection with Craiglee Way.**



---

## ATTACHMENTS

1. Attachment 1 - Rymill Crescent, Gledswood Hills - Double Centreline



**RYMILL CRESCENT / CRAIGLEE WAY  
INTERSECTION - PROPOSED DOUBLE CENTRELINE**



Camden Council  
70 Cental Ave  
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Telephone: 02 4654 7777  
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## LOCAL TRAFFIC COMMITTEE

**LTC09**

**SUBJECT: BARTER LANE, ELDERSLIE - TIMED NO STOPPING RESTRICTION**  
**FROM:** Director Community Assets  
**TRIM #:** 20/296929

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of timed No Stopping restrictions in Barter Lane, Elderslie.

### BACKGROUND

Concern has been raised regarding pedestrian sightlines being compromised at school pick up times when vehicles are parked along the southern side of Barter Lane. Timed No Stopping restrictions are proposed to address this.

### MAIN REPORT

Barter Lane is a 5.8-metre-wide local access road situated in close proximity to Elderslie Public School. There are existing No Stopping restrictions along the northern side which extend from Franzman Avenue to Brennan Road. The southern end currently has no parking restrictions. Concern has been raised regarding motorists parking close to the intersection particularly during school pick-up times compromising safety of pedestrians at the intersection with Franzman Avenue. Sight lines are compromised at the intersection when vehicles are parked kerbside on the approach to the intersection in Barter Lane. It has been reported that vehicles traveling south along Barter Lane are unable to see pedestrians crossing the intersection heading north. The existing full time no stopping is located 5 metres from the intersection. It is proposed to extend a further 5 metres.

It is proposed to implement 12 metres of timed No Stopping restrictions (2:30-4pm School Days) along the southern side at the western end to ensure sight lines are maintained (refer to **attachment 2**).

Consultation has been undertaken with affected residents and no responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$300. It is proposed that the cost be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year.

### CONCLUSION

Concern has been raised regarding pedestrian safety at the intersection of Barter Lane with Franzman Avenue due to parked vehicles compromising sight lines.

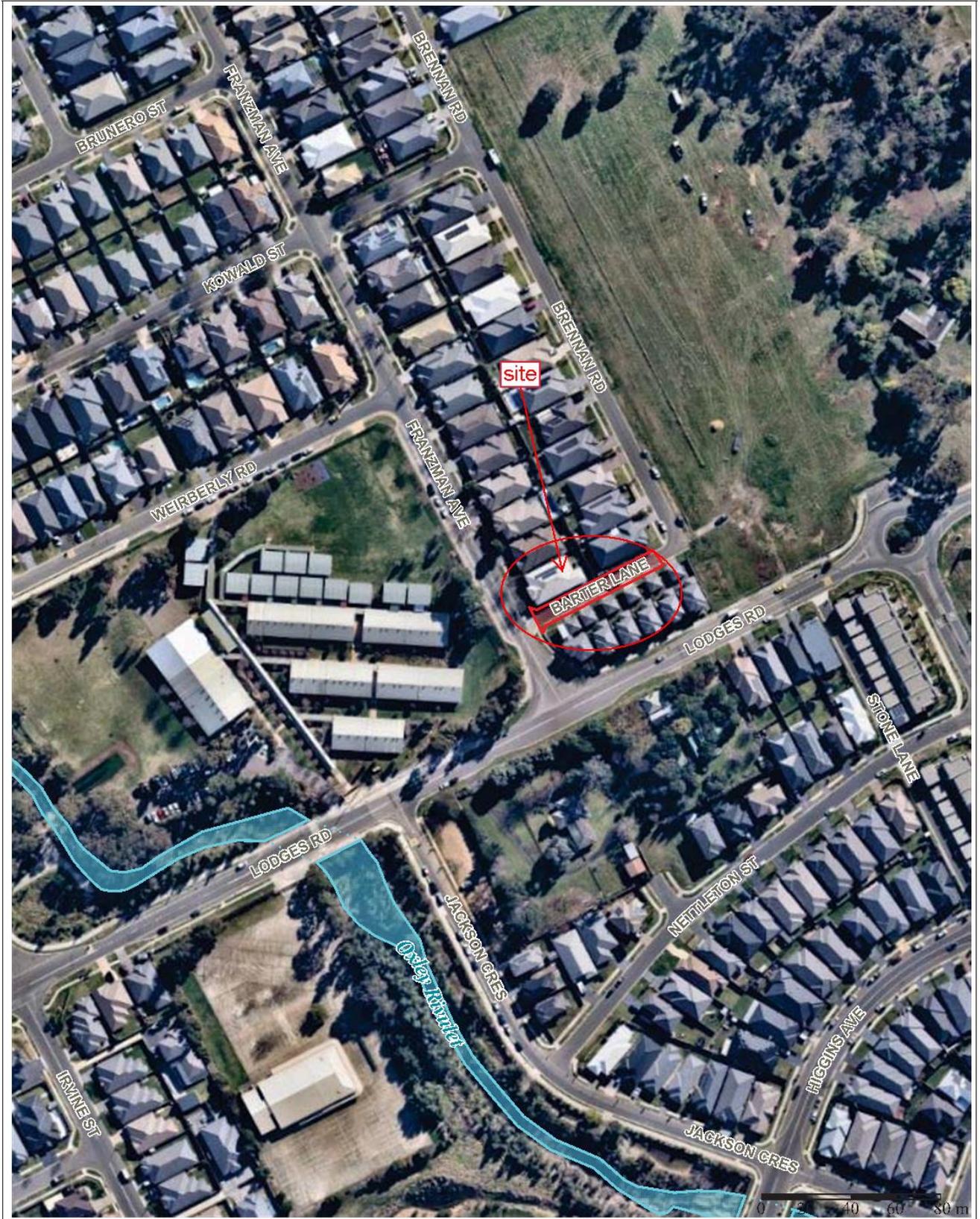
---

**RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Barter Lane, Elderslie for 12 metres on the southern side at the western end.**

**ATTACHMENTS**

1. Attachment 1 - Barter Lane, Elderslie
2. Attachment 2 - Barter Lane, Elderslie



	<p><b>Subject Site</b> Barter Lane, Elderslie</p>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: <a href="mailto:mail@camden.nsw.gov.au">mail@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:2257 Projection: GDA94 / MGA zone 56 Date: 16/09/2020 11:02 AM</p>	<p>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.</p>

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**Subject Site**

Barter Lane, Elderslie - 23025/2020

Map Scale: 1:282  
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 Date: 17/08/2020 11:22 AM



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---

## LOCAL TRAFFIC COMMITTEE

### LTC10

**SUBJECT: FAIRBANK DRIVE, GLEDSDOOD HILLS - BUS ZONE NEAR THE HERMITAGE WAY**

**FROM:** Director Community Assets

**TRIM #:** 20/296964

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for a bus stop and Bus Zone signage on Fairbank Drive, Gledswood Hills.

### BACKGROUND

A request has been received to review bus stopping arrangements in the vicinity of The Hermitage Way and Fairbank Drive. A formal bus stop and Bus Zone on Fairbank Drive are proposed.

### MAIN REPORT

The 841 bus service between Narellan and Leppington runs along Fairbank Drive and southwards on The Hermitage Way in Gledswood Hills. Southbound buses stop informally on the eastern side of The Hermitage Way, approximately 25 metres south of the intersection Fairbank Drive.

Council has been requested to explore an opportunity to minimise the noise impact and fumes on an adjacent resident because of the close proximity of side boundaries. Further to a field trial with Busabout, it is proposed that a formal bus stop is located nearby on the northern side of Fairbank Drive where there are no direct frontages and move room for buses to manoeuvre. It is also proposed to install 20 metres of Bus Zone to help ensure the area does not get parked out. Buses would cease to use the stopping location on The Hermitage Way. **Attachment 1** provides details of the proposal.

Owners and occupiers adjacent to the proposal have been consulted. No responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost to install the bus stop, including concreting, is \$4,000 and it is proposed that the cost be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year.

### CONCLUSION

An investigation into a request to relocate the existing informal bus stop on The Hermitage Way to minimise noise impact / pollution onto the adjacent resident and as a result, it is recommended that the existing stop be relocated to Fairbank Drive.

---

**RECOMMENDED**

The Local Traffic Committee recommends that Council approves in Fairbank Drive, Gledswood Hills:

- i. A bus stop on the northern side, 25 metres west of The Hermitage Way intersection; and
- ii. 20 metres of bus zone signage (R5-20) on the north side.

ATTACHMENTS

1. Attachment 1 - Fairbank Drive, Gledswood Hills - Bus Zone







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## LOCAL TRAFFIC COMMITTEE

LTC11

**SUBJECT: SPRINGS ROAD, SPRING FARM - NO STOPPING RESTRICTIONS**

**FROM:** Director Community Assets

**TRIM #:** 20/297070

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions along Springs Road (South) of Ettlesdale Road (East).

### BACKGROUND

Concern has been raised regarding sightlines being compromised for motorists on Ettlesdale Road at the intersection with Springs Road. No stopping restrictions are proposed to address this issue.

### MAIN REPORT

Springs Road is a 13-metre-wide Collector Road with on-road cycle lanes, through the middle of Spring Farm. The posted speed limit has recently been reduced by TfNSW from 60km/h to 50km/h. Concern has been raised that safety is compromised at the intersection due parked vehicles limiting sightlines. There is also a crest on Springs Road east of this location which further limits visibility of eastbound vehicles.

It is proposed to implement full-time No Stopping (R5-400) restrictions at the eastern side of the intersection of Ettlesdale Road with Springs Road and extending the restriction along Springs Road for 22 metres on the south side to help improve sight lines. (see **Attachment 1**).

Consultation was undertaken with adjacent owners and occupants regarding the proposed No Stopping restrictions. No responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the signage be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year at and approximate cost of \$600.

### CONCLUSION

Following concern about parked vehicles compromising sight lines at the intersection of Ettlesdale Road with Springs Road, it is proposed that the Committee supports the installation of No Stopping restrictions.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Springs Road, Spring Farm:**

- i. 22 metres of No Stopping restrictions (R5-400 signage) on Springs Road; and**

- ii. **12 metres of No Stopping restrictions (R5-400 signage) on Ettlesdale Road.**

ATTACHMENTS

- 1. Attachment 1 - Springs Road, Spring Farm

Created on: 17/04/2020 8:34 AM



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**Subject Site**  
 Springs Road, Spring Farm  
 11296/2020  
 Map Scale: 1:282  
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 Date: 17/04/2020 8:34 AM



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## LOCAL TRAFFIC COMMITTEE

### LTC12

**SUBJECT: TRAMWAY DRIVE, CURRANS HILL - KERBSIDE PARKING CHANGES  
AT CURRANS HILL PUBLIC SCHOOL**

**FROM:** Director Community Assets

**TRIM #:** 20/297784

---

#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for amending parking restrictions on Tramway Drive, Currans Hill adjacent to Currans Hill Public School.

#### BACKGROUND

Currans Hill Public School has requested amendments to enhance facilities for motorists dropping off and picking up students. Proposed changes are detailed in this report.

#### MAIN REPORT

Tramway Drive is a 13-metre-wide local collector road. The road has one lane in each direction and Shoulder lane parking is provided along both sides. The school has requested that the existing measures be modified to better serve the school community.

It is proposed that the existing Bus Zone is relocated 20 metres further north in order to facilitate an increase in the drop off / pick up area. It is also proposed to replace the existing drop-off and pick up bays to the south of the children's crossing to 30-minute parking (2:30pm-4pm school days). It is also proposed to install hatched line marking on the approach to the children's crossing to reinforce No Stopping and improve safety at the crossing. Refer to **Attachment 1** and **Attachment 2**.

The plans have been prepared in consultation with Currans Hill Public School.

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the works is \$1,400. It is proposed that the cost be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year.

#### CONCLUSION

Currans Hill Public School has sought to amend the existing restrictions to better suit the needs of the school community. It is recommended that the Committee supports the relocation of the proposed parking restriction changes.

#### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Tramway Drive, Currans Hill:**

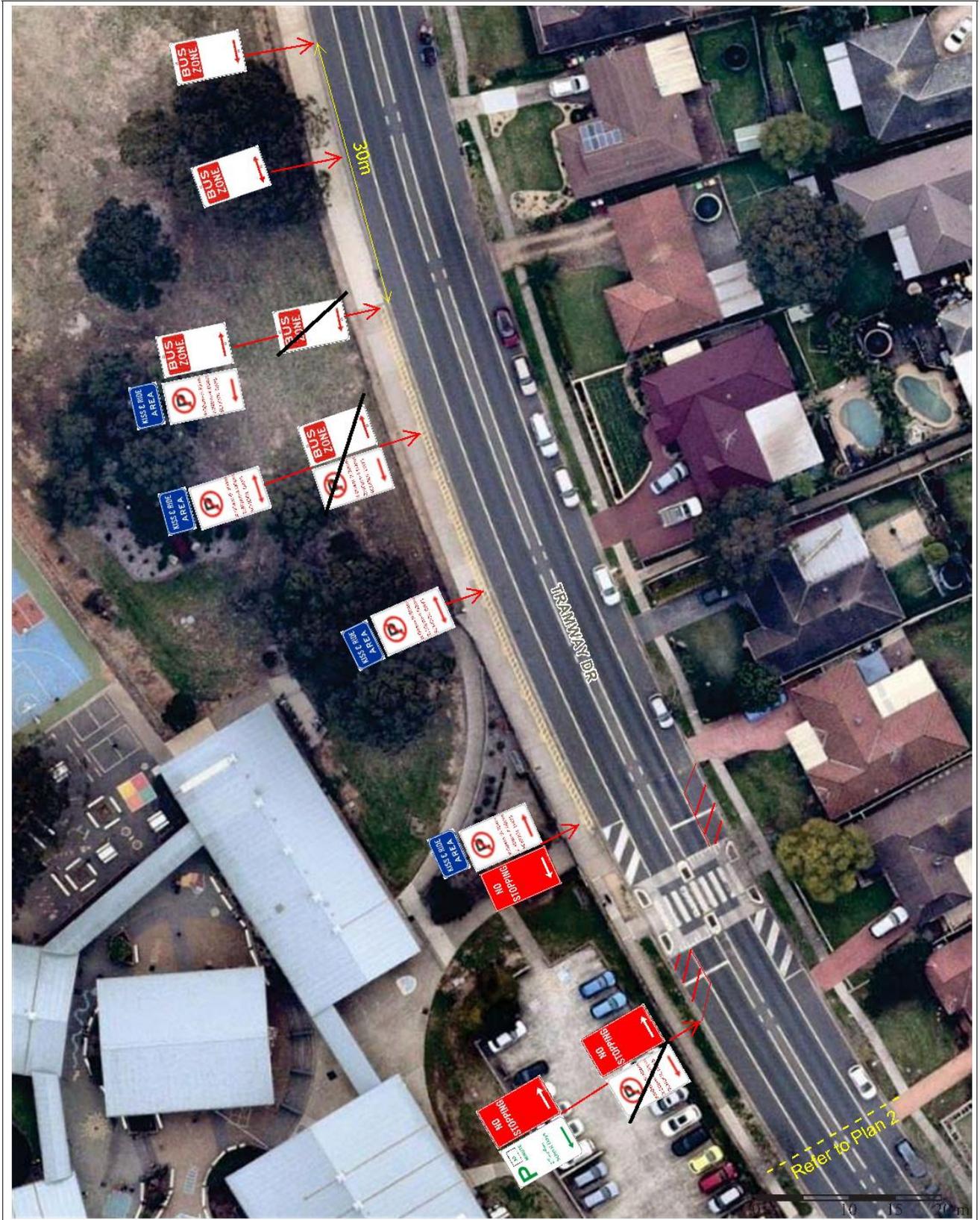
- i. Relocation of the Bus Zone (R5-20 signage) 20 metres further north and**

- 
- extending to 30 metres long;
- ii. Replace the existing Bus Zone with No Parking (8am-9:30am, 2:30pm-4pm school days) (R5-41 signage);
  - iii. Painted median on approaches to the children's crossing; and
  - iv. Replace existing No Parking (8am-9:30am, 2:30pm-4pm school days) to the south of the children's crossing with P30 minute restrictions (2:30pm-4pm school days) (R5-12).

#### ATTACHMENTS

1. Attachment 1 - Tramway Drive, Currans Hill
2. Attachment 2 - Tramway Drive, Currans Hill

LTC12  
Attachment 1



	<b>Subject Site</b>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: <a href="mailto:mail@camden.nsw.gov.au">mail@camden.nsw.gov.au</a></p>	<p>Currans Hill Public School - Plan 1</p>	<p>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.</p>
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**Subject Site**  
 Currans Hill Public School - Plan 2

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## LOCAL TRAFFIC COMMITTEE

### LTC13

**SUBJECT: ROSE DRIVE, MOUNT ANNAN - EXTENSION TO EDGE-LINE MARKING**

**FROM:** Director Community Assets

**TRIM #:** 20/330542

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the extension of an edge-line marking in Rose Drive, Mount Annan.

### BACKGROUND

Concerns have been raised that some vehicles make excessively wide turns when entering Rose Drive from Mount Annan Drive with potential for colliding with parked vehicles. Additional edge-line marking is proposed to help address this issue.

### MAIN REPORT

Rose Drive is an 11-metre-wide local collector road in Mount Annan, with double barrier centrelines and edge-lines along most of its length. Near the intersection with Mount Annan Drive the carriageway divides with a large wooded central island. The road surface is stencilled pavers in this vicinity and each carriageway is 6 meters wide. The eastern (southbound) carriageway is marked with left and right lanes at the intersection and there is no line marking on the western carriageway.

To make drivers aware of the potential for kerbside parking and to help manage speeds, it is proposed to mark an edge-line on the western carriageway as a continuation of the existing edge-line marking to the north. This would create a travel lane 3.5m wide and parking lane 2.5m wide (see **Attachment 1**).

Consultation was undertaken with adjacent owners and occupants regarding the proposed edge-line marking. Two responses were received. One respondent supported the proposal. One respondent did not comment on the proposal but raised concern about the layout of the intersection on Mount Annan Drive. This matter is being investigated separately and does not relate directly to the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the TfNSW Block Grant (Traffic Facilities Component) for the 2020/21 financial year at an approximate cost of \$600.

### CONCLUSION

Concerns have been raised about driver behaviour entering Rose Drive and it is recommended that extended edge-line marking is supported to address the concerns.

---

**RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Rose Drive Mount Annan, an extension of the edge-line marking (E1 marking) on the western side by 64 metres at the southern end.**

**ATTACHMENTS**

1. Attachment 1 - Rose Drive, Mount Annan



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 **Subject Site**

Rose Drive, Mount Annan  
 17363/2020

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## LOCAL TRAFFIC COMMITTEE

LTC14

**SUBJECT: BIELSKI CRESCENT, ORAN PARK - CENTRELINES**  
**FROM:** Director Community Assets  
**TRIM #:** 20/330892

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centrelines at the curved sections in Bielski Crescent, Oran Park.

### BACKGROUND

Concerns have been raised regarding driver behaviour and limited sightlines at the sharp bends in Bielski Crescent. Line marking is proposed to help address the issues.

### MAIN REPORT

Bielski Crescent is a local road which measures 7.4 metres in width. Kerbside parking is unrestricted throughout.

Drivers have been observed approaching the 90-degree bends in an unsafe manner with parked vehicles limiting sightlines and travel lane width. To address concerns raised by residents, it is proposed to implement 30m long double barrier centrelines at the bends (**Attachment 1**). These lines will restrict parking along the adjacent kerbside.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Two responses were received, both in support of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$800.

### CONCLUSION

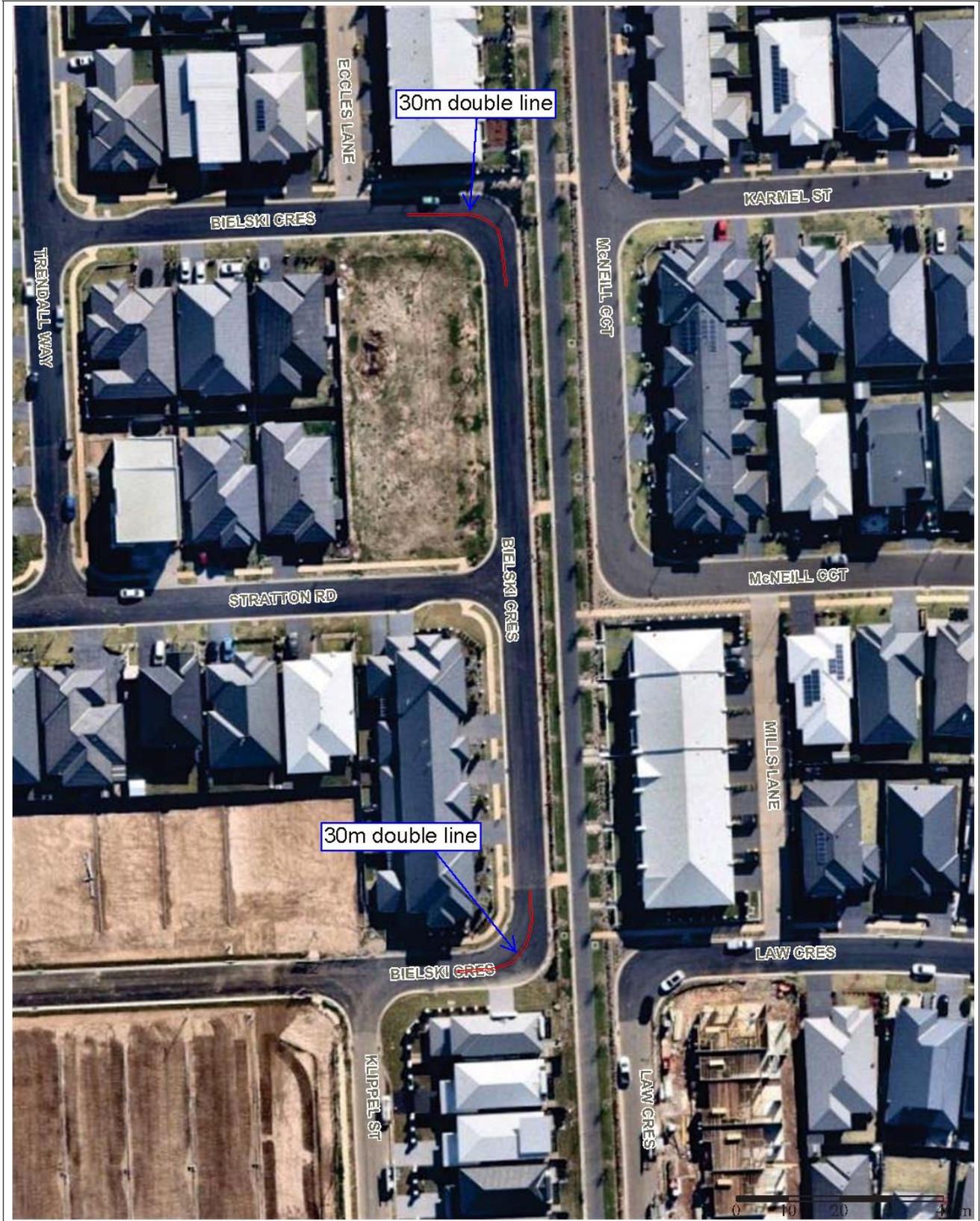
Concerns have been raised regarding driver behaviour and limited sightlines at the sharp bends in Bielski Crescent and it is recommended that double barrier centrelines be supported to address the concerns.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Bielski Crescent, Oran Park, 30 metre long double barrier centrelines at the two bends.**

### ATTACHMENTS

1. Attachment 1 - Bielski Crescent, Oran Park



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**Subject Site**

Bielski Cres, Oran Park  
 25713/2020

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## LOCAL TRAFFIC COMMITTEE

### LTC15

**SUBJECT: TURNER ROAD, CURRANS HILL - CENTRELINES AT THE INTERSECTION WITH HILLTOP AVENUE**

**FROM:** Director Community Assets

**TRIM #:** 20/331086

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline marking in Turner Road and Hilltop Avenue, Currans Hill.

### BACKGROUND

Concerns have been raised regarding vehicles being parked too close to the intersection of Turner Road with Hilltop Avenue. Line marking is proposed to help address this issue.

### MAIN REPORT

Turner Road within Currans Hill is a 9m wide collector road with some indented sections on one side, where it narrows to 7m wide. The road has a relatively steep gradient down towards Spring Hill Circle. Hilltop Avenue is a local road with 5.5m width. Parking is unrestricted on both roads. An overview plan is shown in **Attachment 1**.

Community concerns have been raised regarding vehicles not keeping left along the sloped section and vehicles parking close to the intersection with Hilltop Avenue, compromising sightlines and road safety at the intersection. It is proposed to install 10 metres of double centrelines at either approach to the intersection with Hilltop Avenue as well as, reinstate the faded double centreline at the intersection with Spring Hill Circle. The centrelines are proposed to be offset to reflect the kerb extensions on the western side, and not result in loss of parking. Parking will remain restricted around the kerb returns on the eastern side (see **Attachment 2**). This is similar to measures approved in 2018 at the next intersection to the south, Bridle Road.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Two responses were received. One response supported the proposal.

The second response suggested speed cushions and parking restrictions on the western side of Turner Road. Speed cushions would impact on residential amenity and are not recommended at this stage.

At this stage it is recommended that the proposed line marking be implemented as per the consultation and the location be monitored to determine if further measures are warranted in the future, noting that the measures at Bridle Road appear to have addressed a similar issue.



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## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

It is proposed that the cost of installation be funded from the TfNSW Block Grant (Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$1000.

## **CONCLUSION**

Concerns have been raised about vehicle delineation and compromised sightlines at the intersection of Turner Road with Hilltop Ave, Currans Hill.

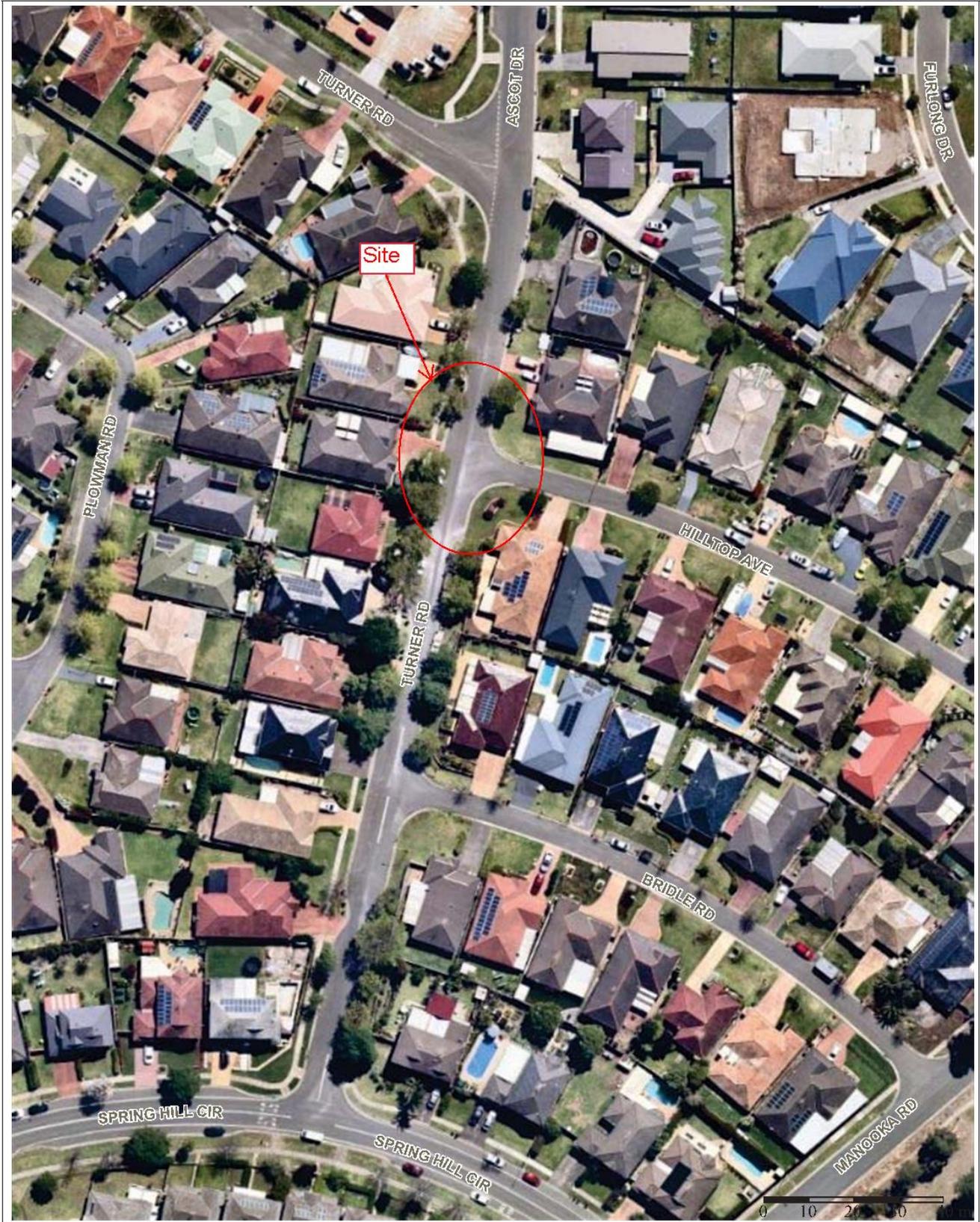
## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Turner Road, Currans Hill, at the intersection with Hilltop Avenue:**

- i. 10m double barrier (BB) centrelines in Hilltop Avenue**
- ii. 10m double barrier (BB) centrelines in Turner Road on the north and south approaches to the intersection.**

## **ATTACHMENTS**

1. Attachment 1 - Turner Road/ Hilltop Avenue, Currans Hill
2. Attachment 2 - Turner Road/ Hilltop Avenue, Currans Hill



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**Subject Site**

Turner Rd / Hilltop Ave, Currans Hill

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**Subject Site**

Turner Road, Currans Hill  
 25638/2020

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## LOCAL TRAFFIC COMMITTEE

LTC16

**SUBJECT: JUNEE STREET, GREGORY HILLS - CENTRELINES**  
**FROM:** Director Community Assets  
**TRIM #:** 20/331369

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centrelines at the curved section in Junee Street, Gregory Hills.

### BACKGROUND

Concerns have been raised regarding motorist delineation and compromised lines of sight when traveling along the sharp horizontal curves in Junee Street, Gregory Hills. Linemarking is proposed to help address these concerns.

### MAIN REPORT

Junee Street is a local road which measures 7.4m in width. The street permits unrestricted kerbside parking throughout.

Motorists have been observed approaching the bends in an unsafe manner as parked vehicles compromise sightlines and also compromise the travel lane width. To address delineation and sight line concerns raised by motorists, it is proposed to implement double barrier centrelines at the bend. The lines will legally restrict parking on the adjacent kerbside.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. No responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$800.

### CONCLUSION

Concerns have been raised regarding compromised sightlines and motorist delineation at the sharp bend and it is recommended that double barrier centrelines be supported to address the concerns.

### RECOMMENDED

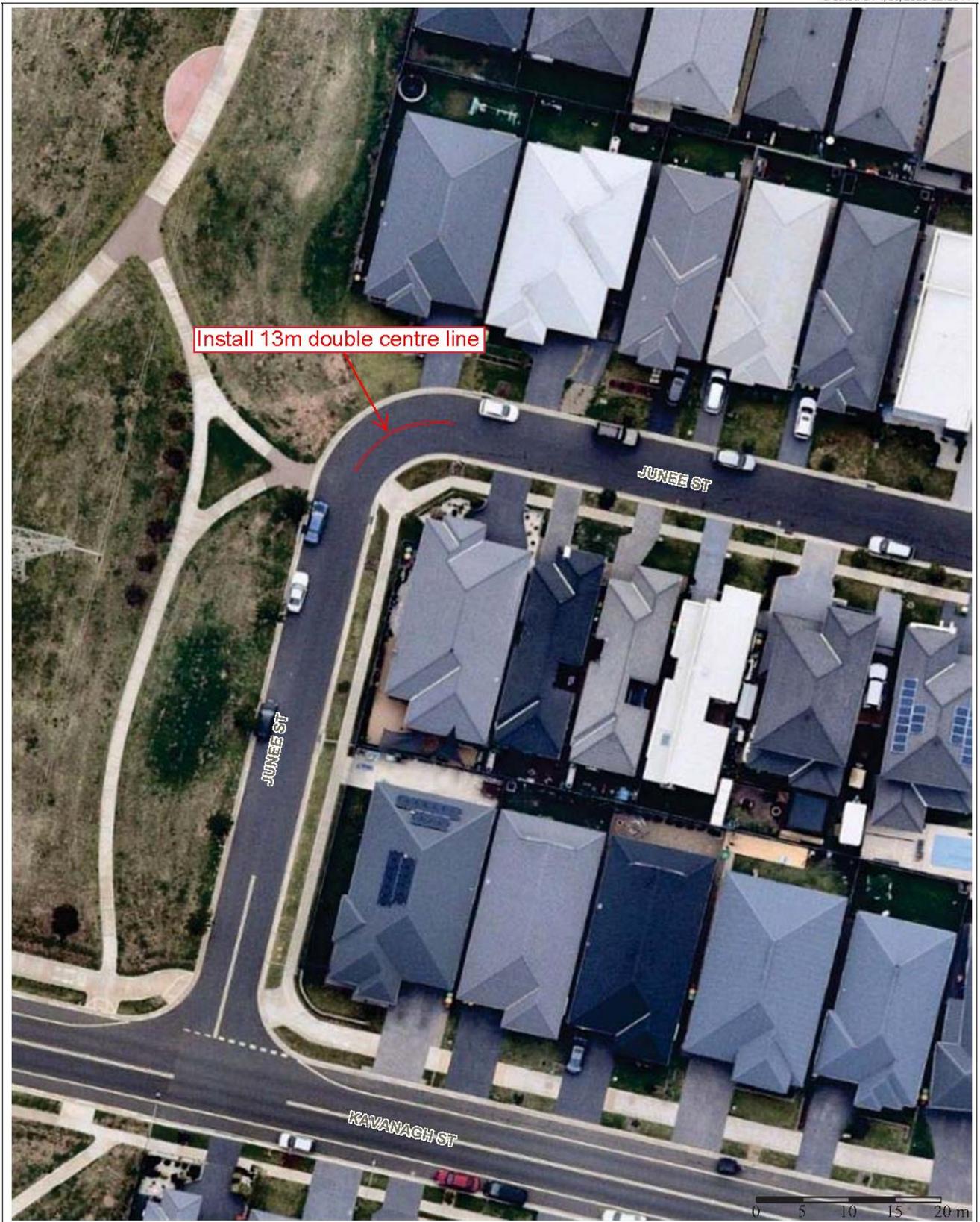
**The Local Traffic Committee recommends that Council approves in Junee Street, Gregory Hills, 13 metre long double barrier (BB) lines at the sharp curve.**



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ATTACHMENTS

1. Attachment 1 - Plan - Junee Street, Gregory Hills



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**Subject Site**

Junee Street, Gregory Hills  
 27301/2020

Map Scale: 1:564  
 Projection: GDA94 / MGA zone 56  
 Date: 4/09/2020 12:10 PM



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## LOCAL TRAFFIC COMMITTEE

LTC17

**SUBJECT: COBBITTY ROAD, COBBITTY - CENTRELINES**  
**FROM:** Director Community Assets  
**TRIM #:** 20/343749

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double centrelines on Cobbitty Road, Cobbitty.

### BACKGROUND

Concerns have been raised regarding unsafe overtaking practices in Cobbitty Road, creating road safety hazard. Centreline marking is proposed to address this issue.

### MAIN REPORT

Cobbitty Road is a rural collector road in the Cobbitty precinct that varies in width and it has a speed limit of 80km/h at the eastern section from the Cobbitty Village to the Northern Road and 60km/h at the western section from the Cobbitty Village to Werombi Road, reflecting residential properties along this length. From the intersection with Cut Hill Road to Werombi Road there is a mixture of double barrier centrelines and broken centrelines.

At the subject site between Nos. 146 to 170, there is a 230m length of broken centreline. Under the NSW Road Rules, overtaking at this location is legally permitted but this is impractical within the 60km/h speed limit.

There have been a number of reports from local residents that motorists have been overtaking heavy vehicles unsafely, creating road safety concerns for local residents. Following consultation with Council's design team, the double centrelines have been proposed to replace the existing broken centrelines to restrict vehicle overtaking (see **Attachment 1**).

Owners and occupiers adjacent to the proposal have been consulted. No response was received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Local Traffic Facilities component) for the 2020/21 financial year at an approximate cost of \$1,000.

### CONCLUSION

Concern has been raised regarding motorists overtaking heavy vehicles unsafely, creating road safety concerns, and it is recommended that the Committee supports the installation of double barrier lines to address this issue.

---

**RECOMMENDED**

**The Local Traffic Committee recommends that Council approves at Cobbitty Road, Cobbitty, adjacent to Nos. 146 to 170 the replacement of a 230m length of broken (S1) centreline with double barrier (BB) centrelines.**

**ATTACHMENTS**

1. Attachment 1 - Cobbitty Road

Created on: 10/09/2020 9:37 AM



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**Subject Site**



Map Scale: 1:2257  
 Projection: GDA94 / MGA zone 56  
 Date: 10/09/2020 9:37 AM



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 DRAN PARK NSW 2570  
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## LOCAL TRAFFIC COMMITTEE

LTC18

**SUBJECT: GRAHAMS HILL ROAD, NARELLAN - TRAFFIC MANAGEMENT CONSIDERATIONS**

**FROM:** Director Community Assets

**TRIM #:** 20/297480

---

### PURPOSE OF REPORT

To advise the Local Traffic Committee of a request by Nepean Engineering for Council to consider pedestrian and traffic management issues in Grahams Hill Road.

### BACKGROUND

A request has been received from Nepean Engineering in Grahams Hill Road for traffic calming devices and pedestrian crossings in Grahams Hill Road to assist their staff moving between their two sites. This report outlines an investigation of the proposals and potential constraints and opportunities.

### MAIN REPORT

Grahams Hill Road is a two-way industrial road and functions as a collector road between Camden Valley Way and the Northern Road (via Porrende Street). In the vicinity of the subject site it is 12.9 metres wide. The precinct has a 50km/h speed limit but with no signage to indicate the change on limit from The Old Northern Road (via Kirkham Street) or The Northern Road. **Attachment 1** provides an overview plan.

Nepean Engineering is currently operating from two premises in Grahams Hill Road, which are located at Nos. 23 and 30-38. They advise that they are regularly transferring materials between these two premises. Additionally, they advise that a number of staff that transit frequently throughout the day between the sites.

They have requested a zebra crossing and speed humps on Grahams Hill Road to assist in managing traffic and their staff movements. They have indicated that they would be prepared to cover costs for implementation.

#### **1. Zebra crossing**

The purpose of a pedestrian (zebra) crossing is to time separate pedestrian and vehicular traffic by assigning priority to pedestrians using the crossings. The existence of a pedestrian on the crossing imposes a legal requirement on vehicular traffic to give way to the pedestrian. Transport for New South Wales (TfNSW) requirements for numerical warrants for Pedestrian (Zebra) Crossings are as follows:

A Pedestrian (Zebra) Crossing should be considered for approval where:

For each three one-hour periods in a typical day

- Pedestrian flow per hour (P) crossing the road is greater than or equal to 30; and



- The vehicular flow per hour (V) through the site is greater than or equal to 500; and
- The product PV is greater than or equal to 60,000

Site observations have indicated that the volume of pedestrians is well short of the warrant for a pedestrian (zebra) crossing in Grahams Hill Road, particularly in the vicinity of the subject sites. Therefore, the installation of zebra crossings at this location is not supported.

## 2. Speed humps

Traffic calming devices like speed humps can be effective in lowering vehicle speeds, however their use in industrial roads (heavy vehicle routes) such as Grahams Hill Road is considered disruptive for industrial activities and these devices are not designed for this level of loading. Research indicates that noise and vibration from heavy vehicles passing over speed humps is significantly higher than cars. On this basis, the use of speed humps on Grahams Hill Road is not considered appropriate for an industrial precinct.

## 3. Pedestrian refuge

In addition to the above measures, Council has further considered if a pedestrian refuge island would be feasible between the subject sites. The road width would be able to accommodate this and the required No Stopping restrictions would likely only impact the frontage of the subject site. This measure could therefore assist in crossing the road and slowing traffic.

Australian Standard AS1742.10 states that a pedestrian refuge island can be of benefit if:

- Where four or more traffic lanes have to be crossed, or at signalized crossings where the pedestrian interval is insufficient to guarantee all pedestrians time to cross the full width of the roadway.
- Where overtaking and speeding can put pedestrians at risk.
- Where two-way traffic volumes are so high that they make crossing the road difficult or dangerous.
- Where there are concentrations of pedestrians crossing.
- Where pedestrian signals are poorly used.
- Where persons with mobility impairment are known to cross the road.

Based on the above, there is not considered to be a strong justification for a refuge island crossing at this location. Based on TfNSW methodology for pedestrian movement and place functions this location would score low in the hierarchy. However, this could be a feasible option for consideration.

## 4. Speed zone signage

In mid-2019, a traffic survey was carried out on Grahams Hill Road and a summary of results are provided below.

7 Day Average	Northbound	Southbound
Speed 85 percentile	57.5 km/h	56.6 km/h
Volume – Peak hour	449 veh/h	433 veh/h

The table above shows that the maximum peak hour traffic on Grahams Hill Road is still less than a recommended maximum peak hour volume of 500 vehicle/hour for a collector road. The 85th percentile speed for both directions is over the default speed limits of 50km/h.

In view of the limited speed zone signage it is suggested that Council makes a formal referral to the TfNSW requesting for a review of current speed limit signage for the precinct including access from Grahams Hill Road, Porrende Street and Kirkham Street.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Council funding is not currently available for traffic measures in this location. It is also noted that current funding criteria for the TfNSW Active Transport Program is not supporting pedestrian crossing facilities.

**CONCLUSION** Following a request for a local business in Grahams Hill Road, a review a number of traffic and pedestrian measures adjacent to their business has been undertaken by Council.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council, in relation to Nepean Engineering, Grahams Hill Road, Narellan:**

- i. receives and notes this report;**
- ii. requests TfNSW to consider additional speed zone signage in the precinct;**
- iii. install “50” markings to support the signage; and**
- iv. further discuss with the proponent constraints and opportunities for pedestrian crossing facilities.**

### **ATTACHMENTS**

1. Attachment 1 - Grahams Hill Road



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 **Subject Site**

Map Scale: 1:5000  
 Projection: GDA94 / MGA zone 56  
 Date: 24/09/2020 11:37 AM



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# LOCAL TRAFFIC COMMITTEE

LTC19

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**  
**FROM:** Director Community Assets  
**TRIM #:** 20/296651

## 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 2020/21 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>	The 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. Due to COVID-19 the resources that may normally be distributed to venues has ceased.



Project	Target Issue	Current Status
Drive 2 Stay Alive – Year 11 Students	<p>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></p>	<p>Programming has been undertaken with all participating schools as follows;</p> <ul style="list-style-type: none"> <li>• Mount Annan Christian College – 25 August 2020;</li> <li>• Mount Annan High School – 23 September 2020;</li> <li>• Oran Park Anglican College – 24 September 2020;</li> <li>• Elizabeth Macarthur High School – 13 October 2020; and</li> <li>• Magdalene Catholic High School – 15 October 2020;</li> </ul> <p>Due to COVID an adapted format of the program is being delivered, with only a presentation by Camden Police Area Command and Highway Patrol. The other presentations are not able to be delivered at this time. The program now only consists of one general road safety presentation.</p>
School Safety Program	<p>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></p>	<p>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.</p> <p>The CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis however COVID-19 has ceased some of this activity for the time being. Patrols are still being conducted however the education and face to face component of this program is on hold at this time.</p> <p>Information has been disseminated to schools regarding road safety around schools for their distribution to parents and promotion.</p> <p>A meeting has been held with Camden Highway Patrol to help coordinate the approach between Council and Police and provide better support around school zones.</p>
Slow Down	<p>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></p>	<p>The 'Local Streets are 50' campaign has been launched, with road safety messaging now on Council Waste Trucks and a local bus.</p> <p>Council continues to work with Camden and Campbelltown Highway Patrol to identify and refer possible locations for Police investigation and enforcement as appropriate.</p>

Project	Target Issue	Current Status
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 event was held on 10 September 2020, with COVID planning in place to ensure that the event was run smoothly and in line with current health requirements. Over 40 vehicles had their child restraints fitted and / or checked. The next event is scheduled to be held on Thursday 10 December 2020.
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 GLS workshops are incorporated into the presentation given to supervisors of learner drivers at the Log Book Run events. The next presentation will be at the next Log Book Run event.
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 event was held on Sunday 6 September, and this was the first event able to be held this year. The program was adapted in order to comply with current health requirements. Numbers were limited to 20 learner drivers in order to meet social distancing requirements, and 7 learner drivers attended this event. The next Day event is scheduled to be held on Sunday 13 December 2020.
Crime Prevention	General community safety related issues <i>Identify and introduce community safety and crime prevention programs and initiatives in the Camden LGA as appropriate.</i>	The CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. The CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. Funding has been obtained from Premier and Cabinet to undertake a community safety lighting project at Harrington Park. This will consist of solar bollard lighting along the pedestrian walkway that runs from Fairwater Drive to Denbigh Place and should be completed by the end of October 2020.
Park Smart	Community safety, Steal from Motor Vehicle offences	This program targeting local shopping centre car parks, plus commuter car parks is anticipated to resume once current COVID-19 restrictions ease.



Project	Target Issue	Current Status
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>	The CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The Liquor Accord is working on a number of community education and alcohol harm minimisation programs, to reduce alcohol related issues in the Camden LGA. Liquor Accord meetings are currently being held via Zoom due to COVID-19.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling.</i>	Consultation to be held with Community Planning and Development as to the viability of a bike safety program as part of their Children's and Families program for 2021.
Seniors Safety Morning Teas	Seniors 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>	This program is on hold due to COVID-19. It is not anticipated that this program will be delivered again, due to the vulnerable nature of attendees, or until the situation improves.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Council has committed to running this program in schools again in 2020. Due to COVID the program is being delivered online this year. This will be resumed in line with current health advice.
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>	All Traffic Offenders presentations were cancelled between March and July due to COVID-19 restrictions. They are anticipated to resume in the coming months once current restrictions ease.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Program funding has been identified in 2020/21 through Transport for New South Wales grant funding with a contribution from Council. The Child Restraint Fitting and Bike Education Session is funded through Council's National Families Week budget.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for November 2020.**

## LOCAL TRAFFIC COMMITTEE

LTC20

**SUBJECT: PERMANENT ITEMS**  
**FROM:** Director Community Assets  
**TRIM #:** 20/296679

i. Bike Plan

Funding applications have been submitted for the 2020/21 Cycling Program as follows:

Location	Project
Waterworth Drive, Mount Annan - Shared path	Shared path from Narellan Road to Mount Annan Leisure Centre

This application has been unsuccessful.

ii. Pedestrian Access Mobility Plan (PAMP)

Funding applications have been submitted for the 2020/21 Walking Program as follows:

Location	Project
Elyard Street, Narellan	Improved footpaths and raised crossing between Narellan Library and Narellan Town Centre.
Cobbitty Road, Cobbitty	Improved footpaths with pedestrian refuge with children's crossing and indented bus bays adjacent to Macarthur Anglican School.

Funding has been approved for the Cobbitty Road project. The Elyard Street application has been unsuccessful.

iii. Black Spot Program / Safer Roads Program

Council has accepted funding under the Safer Roads Program in 2019/20 for the following project which is still underway:

- Holdsworth Drive, Mount Annan - Design and construction of kerb extensions on approach to Main Street – Vehicle activated sign installed. Works delayed due to adjacent developer works.

The following funding application has been submitted for the 2021/22 Program:

Location	Project
Cut Hill Road, Cobbitty	Shoulder widening

iv. Upcoming Major Road Works / Events involving Public Roads



<b>Works / Event (Proponent)</b>	<b>Location</b>	<b>Current Program</b>
Bringelly Road Upgrade – Stages 1 and 2 (TfNSW)	Bringelly / Rossmore	Substantially complete
The Northern Road Upgrade – Stages 2 (TfNSW)	Oran Park / Bringelly	Substantially complete
Lodges Road / Irvine Street - Roundabout (Council)	Elderslie	August to October 2020
Southdown Road / Irvine Street Roundabout (Council)	Elderslie	November to December 2020
Richardson Road Reconstruction (Council)	Spring Farm - between Liz Kernohan Drive to Bluebell Crescent	November to December 2020
Macquarie Grove Road Reseal - (Council)	Cobbitty - northern end of road	September to October 2020
Ingleburn Road Reseal – (Council)	Leppington - south eastern end of road	September to October 2020
Springfield Road Reseal – (Council)	Catherine Field - south eastern end of road	October to November 2020
Developer Road (Greenfields Development Company)	Catherine Field - between Springfield Road and Oran Park	Open by end of the year
Dick Johnson Drive – (Greenfields Development Company)	Oran Park – western connection to The Northern Road	Open by end of the year
Rickard Road (Council)	Leppington – roundabout and temporary station car park	Complete

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Permanent Items report for November 2020.**



# LOCAL TRAFFIC COMMITTEE

## LTC21

**SUBJECT: LAMBERT PLACE, GLEDSWOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/294103

**ELECTRONIC MEETING ITEM DATE: 31 July 2020**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for Lambert Place, Gledswood Hills – Signage, Linemarking and Devices.

### MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the subdivision of The Hermitage, Stage 25C. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2018/944/1.

The Engineering Drawing No. 8201913201-01-C1029, issued on 29 July 2020 prepared by Calibre Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking subject to the followings:

- No Parking sign (R5-40R&L) on northeast corner of Lambert Place and The Hermitage Way being replaced with R5-40L and R5-400R
- 10 metres of BB marking being installed on Merrick Way at its intersection with Lambert Place

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2020/40	<p>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of The Hermitage, Stage 25C as shown on the Engineering Drawing No. 8201913201-01-C1029, issued on 29 July 2020 subject to:</p> <ul style="list-style-type: none"> <li>i. No Parking sign (R5-40R&amp;L) on northeast corner of Lambert Place and The Hermitage Way being replaced with R5-40L and R5-400R;</li> <li>ii. 10 metres of BB marking being installed on Merrick Way at its intersection with Lambert Place;</li> <li>iii. No Stopping restrictions being installed around the</li> </ul>



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	<p>intersection of Lambert Place and Merrick Way as shown in the marked up plan;</p> <p>iv. The installation being completed by the applicant at their cost;</p> <p>v. All signage being sign size A; and</p> <p>vi. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</p>
--	--

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### **RECOMMENDED**

**That Council receives and notes the report on Lambert Place, Gledswood Hills – Signage, Linemarking and Devices.**

### ATTACHMENTS

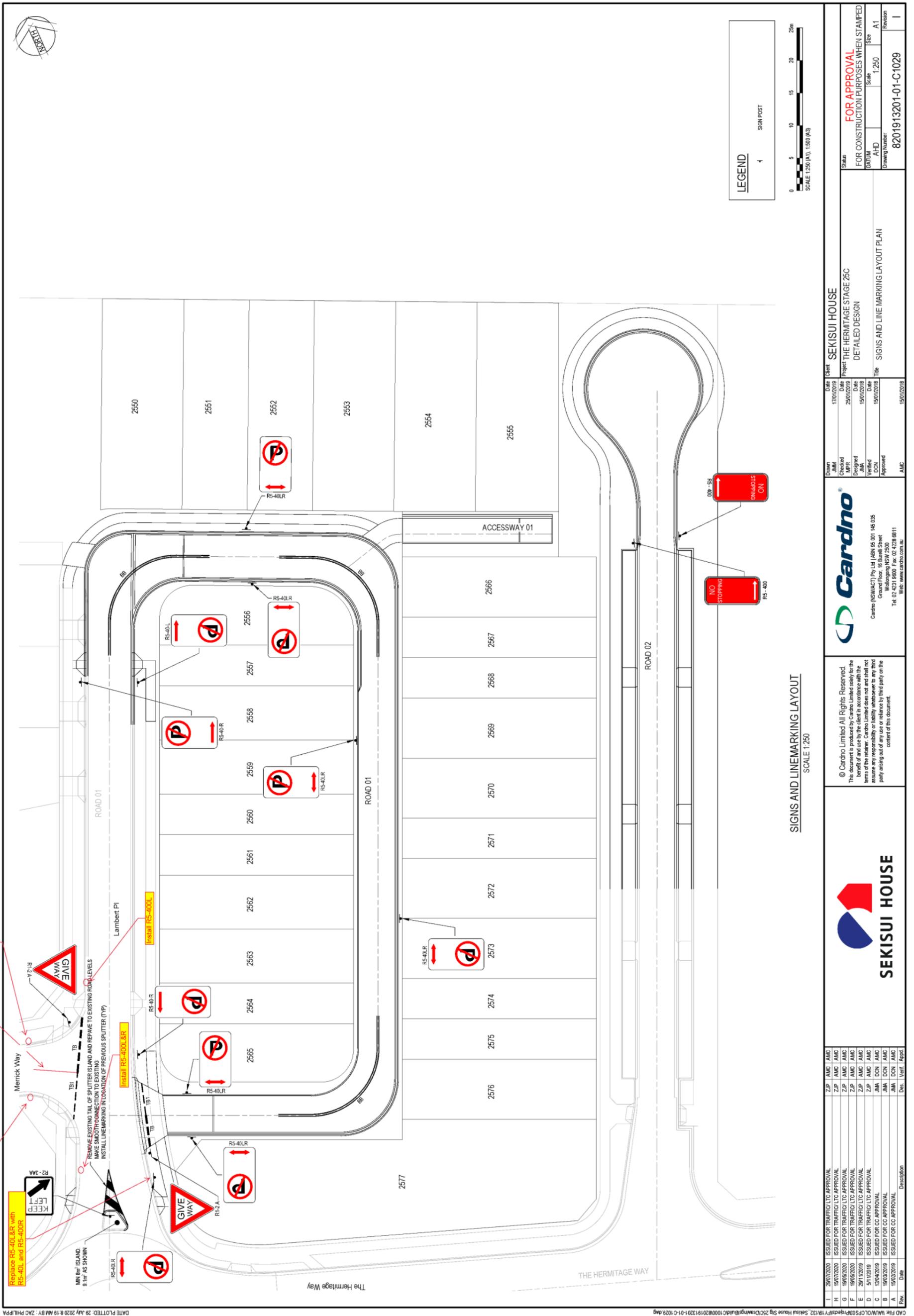
1. Attachment 1 - Lambert Place, Gledswood Hills
2. Attachment 2 - Lambert Place, Gledswood Hills



LTC21

Attachment 1









# LOCAL TRAFFIC COMMITTEE

LTC22

**SUBJECT: 50 SHARMAN CLOSE, HARRINGTON PARK - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/294154

**ELECTRONIC MEETING ITEM DATE: 28 August 2020**

## PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for 50 Sharman Close, Harrington Park - Signage, Linemarking and Devices.

## MAIN REPORT

A signage and line marking plan has been received by Council for the development of 50 Sharman Close, Harrington Park. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2018/1322/1.

The Engineering Drawing No. 19C-567-CC-08, Rev.C prepared by CSM Group Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2020/41	<p><b>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of 50 Sharman Close, Harrington Park as shown on the Engineering Drawing No. 19C-567-CC-08, Rev.C subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. The installation being completed by the applicant at their cost;</b></li> <li><b>ii. All signage being sign size A; and</b></li> <li><b>iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report on 50 Sharman Close, Harrington Park - Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - 50 Sharman Close, Harrington Park
2. Attachment 2 - 50 Sharman Close, Harrington Park



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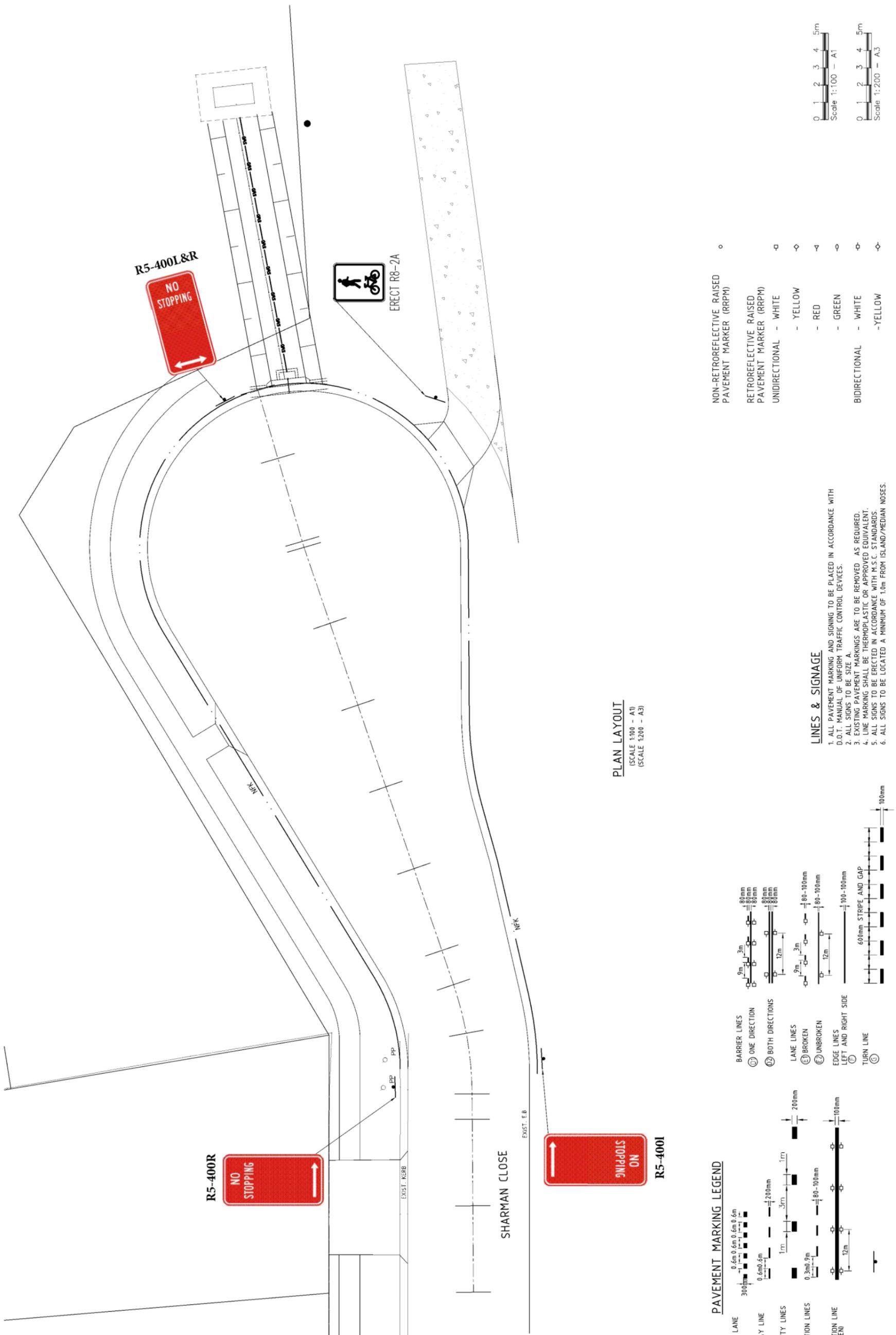
 **Subject Site**

Map Scale: 1:2257  
 Projection: GDA94 / MGA zone 56  
 Date: 25/08/2020 10:03 AM



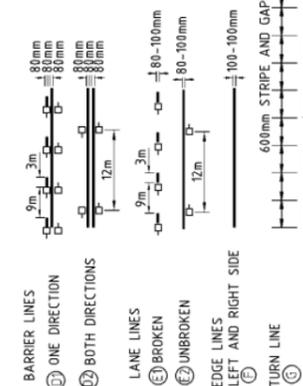
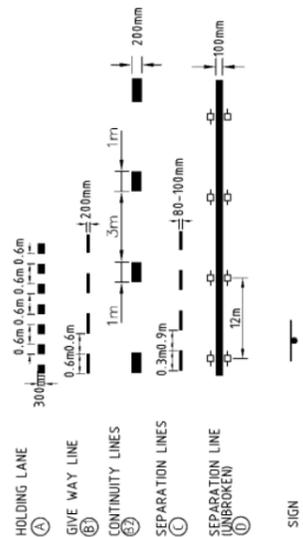
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**PLAN LAYOUT**  
(SCALE 1:100 - A1)  
(SCALE 1:200 - A3)

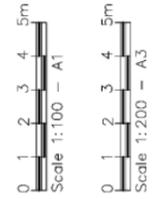
**PAVEMENT MARKING LEGEND**



**LINES & SIGNAGE**

1. ALL PAVEMENT MARKING AND SIGNING TO BE PLACED IN ACCORDANCE WITH D.O.T. MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. ALL SIGNS TO BE SIZE A.
3. EXISTING PAVEMENT MARKINGS ARE TO BE REMOVED AS REQUIRED.
4. LINE MARKING SHALL BE THERMOPLASTIC OR APPROVED EQUIVALENT.
5. ALL SIGNS TO BE ERECTED IN ACCORDANCE WITH M.S.C. STANDARDS.
6. ALL SIGNS TO BE LOCATED A MINIMUM OF 1.0m FROM ISLAND/MEDIAN NOSES.

- NON-RETROREFLECTIVE RAISED PAVEMENT MARKER (RRPM) ○
- RETROREFLECTIVE RAISED PAVEMENT MARKER (RRPM) ◻
- UNIDIRECTIONAL - WHITE - ◊
- YELLOW - ◊
- RED - ◊
- GREEN - ◊
- BIDIRECTIONAL - WHITE - ◊
- YELLOW - ◊



DESIGNED RM		DRAWN AS		CHECKED RM		FILE No.	DATE	APPROVED
<b>FOR APPROVAL</b>								
C	REVISED & RE-ISSUED FOR CC APPROVAL	BL	19/08/20					
B	REVISED & RE-ISSUED FOR CC APPROVAL	BL	10/08/20					
A	ISSUED FOR CC APPROVAL	BL	17/07/20					

**CSM Group**  
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**PROPOSED 1 INTO 6 LOT RECONFIGURATION**  
LOT 4 DP 1183225  
50 SHARMAN CLOSE, HARRINGTON PARK, NSW 2567  
ROAD SIGNAGE & LINEMARKING DETAILS



## LOCAL TRAFFIC COMMITTEE

**LTC23**

**SUBJECT: ASTLEY ROAD, CATHERINE FIELD - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/294178

**ELECTRONIC MEETING ITEM DATE: 4 September 2020**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for Astley Road, Catherine Field – Signage, Linemarking and Devices.

**MAIN REPORT**

Signage and line marking plans have been received by Council for the construction of new roads associated with the subdivision of Oran Park, Tranche 34 Stage 4A & 4B. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2017/1774/1.

The Engineering Drawing No. 82016098-03-C4076, Rev.A and 82016098-03-C4077, Rev.A prepared by Cardno Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2020/42	<p>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of Oran Park, Tranche 34 Stage 4A &amp; 4B as shown on the Engineering Drawing No. 82016098-03-C4076, Rev.A and 82016098-03-C4077, Rev.A 2020 subject to:</p> <ul style="list-style-type: none"> <li>i. No Stopping restrictions (r5-400) being placed on Coleman Loop along the whole length of the bushland side;</li> <li>ii. The installation being completed by the applicant at their cost;</li> <li>iii. All signage being sign size A; and</li> <li>iv. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report on Astley Road, Catherine Field – Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - Astley Road, Catherine Field
2. Attachment 2 - Astley Road, Catherine Field



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220100210	98000	OVER SHEET	
220100210	99000	OVER SHEET	
220100210	100000	OVER SHEET	



LOCALITY PLAN  
SCALE 1:2500

		<b>GREENFIELDS DEVELOPMENT COMPANY No.2</b> 8201 8008 03 C4001	
FROM: 20/03/20 TO: 20/03/20 BY: [Signature] APPROVED: [Signature]		FOR APPROVAL NOT TO BE USED FOR CONSTRUCTION PURPOSES SCALE: 1:2500 DATE:	
PROJECT: GREENFIELDS DEVELOPMENT COMPANY No.2 STAGE: 4B/C LOCALITY PLAN AND DRAWING SCHEDULE		PROJECT NO: 8201 8008 03 C4001 DATE:	
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LTC23

Attachment 1







## LOCAL TRAFFIC COMMITTEE

LTC24

**SUBJECT: HILLSTON CIRCUIT, GREGORY HILLS, STAGE 13B - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/328028

**ELECTRONIC MEETING ITEM DATE: 9 October 2020**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for Hillston Circuit, Gregory Hills, Stage 13B – Signage, Linemarking and Devices.

### MAIN REPORT

A signage and line marking plan has been received by Council for the development of Gregory Hills, Stage 13B. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2017/1286/1.

The Engineering Drawing No. 210153-13B-CC651, Rev.4 prepared by Cardno Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2020/43	<p><b>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of Gregory Hills, Stage 13B as shown on the Engineering Drawing No. 210153-13B-CC651, Rev.4 subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. The installation being completed by the applicant at their cost;</b></li> <li><b>ii. All signage being sign size A; and</b></li> <li><b>iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

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This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report on Hillston Circuit, Gregory Hills, Stage 13B – Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - Hillston Circuit, Gregory Hills, Stage 13B
2. Attachment 2 - Hillston Circuit, Gregory Hills, Stage 13B







## LOCAL TRAFFIC COMMITTEE

**LTC25**

**SUBJECT: 1351 CAMDEN VALLEY WAY, LEPPINGTON - SIGNAGE, LINEMARKING AND DEVICES**  
**FROM: Director Community Assets**  
**TRIM #: 20/328138**

**ELECTRONIC MEETING ITEM DATE: 12 October 2020**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for 1351 Camden Valley Way, Leppington – Signage, Linemarking and Devices.

### MAIN REPORT

A signage and line marking plan has been received by Council for the development of 1351 Camden Valley Way, Leppington. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2018/947/1.

The Engineering Drawing No. CC-0260, Rev.D prepared by BG&E Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

No Parking restrictions have been proposed on Road 3 and Road 6 to maintain two way traffic flow due to partial width road construction. These signs are temporary only and to be removed once the remaining section of road is constructed by the adjoining developers.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2020/44	<p>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of 1351 Camden Valley Way, Leppington as shown on the Engineering Drawing No. CC-0260, Rev.D subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at their cost;</li> <li>ii. All signage being sign size A; and</li> <li>iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

---

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

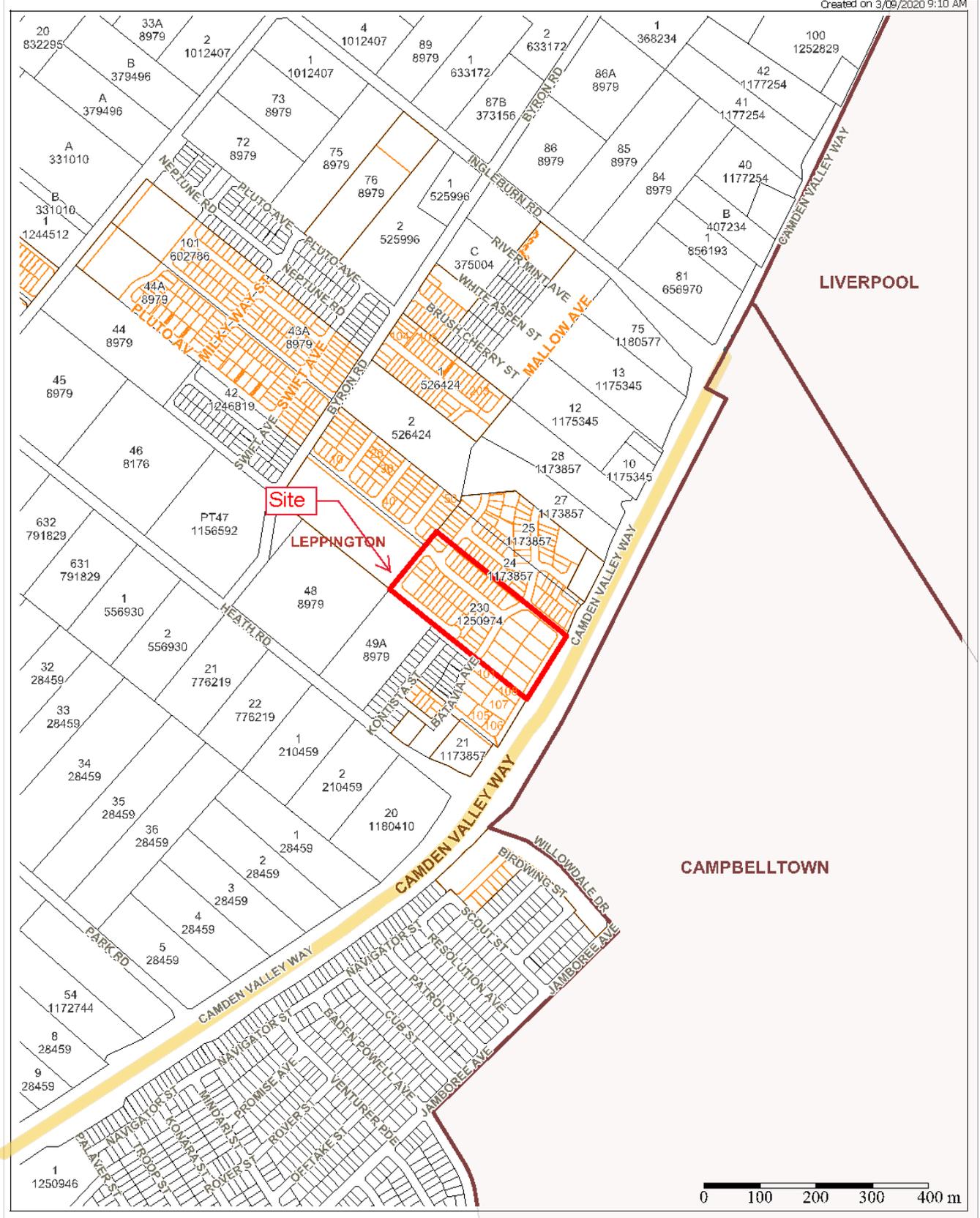
**That Council receives and notes the report on 1351 Camden Valley Way, Leppington – Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - 1351 Camden Valley Way, Leppington
2. Attachment 2 - 1351 Camden Valley Way, Leppington

LTC25

Attachment 1





**Camden Council**  
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**Subject Site**



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Map Scale: 1:9028  
 Projection: GDA94 / MGA zone 56  
 Date: 3/09/2020 9:10 AM

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## LOCAL TRAFFIC COMMITTEE

LTC26

**SUBJECT: 89 CENTRAL AVENUE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/337530

**ELECTRONIC MEETING ITEM DATE: 16 October 2020**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for 89 Central Avenue, Oran Park – Signage, Linemarking and Devices.

A signage and line marking plan has been received by Council for the development of 89 Central Avenue, Oran Park. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2019/317/1.

The Engineering Drawing No. 702, Rev.02 (Project No. L06002) prepared by Calibre Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2020/45	<p><b>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of 89 Central Avenue, Oran Park as shown on the Engineering Drawing No. 702, Rev.02 (Project No. L06002) subject to:</b></p> <ul style="list-style-type: none"><li><b>i. The installation being completed by the applicant at their cost;</b></li><li><b>ii. All signage being sign size A; and</b></li><li><b>iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li></ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report on 89 Central Avenue, Oran Park – Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - 89 Central Avenue, Oran Park
2. Attachment 2 - 89 Central Avenue, Oran Park

Created on 15/10/2020 8:16 AM



Camden Council  
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 ORAN PARK NSW 2570  
 Telephone: 02 4654 7777  
 Fax: 02 4654 7829  
 Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)

**Subject Site**

Map Scale: 1:18056  
 Projection: GDA94 / MGA zone 56  
 Date: 15/10/2020 8:16 AM



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## LOCAL TRAFFIC COMMITTEE

LTC27

**SUBJECT: 31 RICKARD ROAD, LEPPINGTON - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Director Community Assets

**TRIM #:** 20/345253

**ELECTRONIC MEETING ITEM DATE: 23 October 2020**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for 31 Rickard Road, Leppington – Signage, Linemarking and Devices.

A signage and line marking plan has been received by Council for the development of 31 Rickard Road, Leppington. The Location is highlighted on **Attachment 1**. This relates to the Development Application number: DA/2018/738/1.

The Engineering Drawing No. 16298, Rev.J prepared by North Western Surveys Consultants provides details of the proposed signage and line marking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2020/46	<p>The Local Traffic Committee recommends that Council, approves regulatory signs and line marking associated with the subdivision of 31 Rickard Road, Leppington as shown on the Engineering Drawing No. 16298, Rev. J subject to:</p> <ul style="list-style-type: none"><li>i. The installation being completed by the applicant at their cost;</li><li>ii. All signage being sign size A; and</li><li>iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li></ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### RECOMMENDED

**That Council receives and notes the report on 31 Rickard Road, Leppington – Signage, Linemarking and Devices.**

ATTACHMENTS

1. Attachment 1 - 31 Rickard Road, Leppington
2. Attachment 2 - 31 Rickard Road, Leppington



