
TRAFFIC COMMITTEE

TC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings

The Traffic Committee report dated 17 August 2010 was presented to Council meeting on Tuesday 24 August 2010. Council adopted the Local Traffic Committee's recommendations without amendment, Resolution No. ORD173/10.

RECOMMENDED

That the adoption by Council of the Committee's report dated 17 August 2010 be noted.

RESOLUTION

That the adoption by Council of the Committee's report dated 17 August 2010 be noted.

THE MOTION ON BEING PUT WAS CARRIED

TC53/10

ACTIONS

TRAFFIC COMMITTEE

TC02

SUBJECT: STATUS OF LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS
AND ACTION
FROM: Director Works and Services
FILE NO: Traffic and Transport/Meetings/Local Traffic Committee

The Committee are referred to the attached table:

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC54/10

ACTIONS

TRAFFIC COMMITTEE

TC03

SUBJECT: WELLING DRIVE / WATERWORTH DRIVE / HOLDSWORTH DRIVE, NARELLAN VALE / MOUNT ANNAN - RTA ADVICE, SPEED ZONES
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Speeding

PURPOSE OF REPORT

To advise the Local Traffic Committee on speed limit changes proposed in Camden Local Government Area by the Roads and Traffic Authority (RTA).

BACKGROUND

The RTA has assessed warrants to reduce the speed limit on Welling Drive, Waterworth Drive and Holdsworth Drive from 60km/hr to the default urban speed limit of 50km/hr. Details are provided in this report.

MAIN REPORT

The RTA advised Council in March 2010 that it was undertaking a review of speed limits for Welling Drive, Waterworth Drive and Holdsworth Drive in Narellan Vale and Mount Annan (see **Attachments 1 and 2**). All three roads are predominately residential with driveways approximately every 15 to 20 metres. The roads are in close proximity to the Mount Annan Central shopping centre, with Holdsworth Drive passing through it. Four schools front these roads with Mount Annan Public School also in close proximity. The RTA considers the prevailing conditions on these roads are consistent with the default urban speed limit of 50 km/h.

These roads have a number of existing traffic calming features such as kerb extensions, formal crossing points and threshold treatments. Council has applied to the Black Spot Program for funding in 2011/12 to install additional measures on Welling Drive to support a reduced speed limit of 50km/hr.

The RTA will provide advanced notification for the speed limit changes in the form of on-site variable message boards.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial implications to Council for changes in speed zones and the installation of the speed zone signage and road markings. The RTA will carry out installation and notifications.

Council is liable to fund the remarking of any speed zone road markings when roads are resurfaced but has not accepted an asset management responsibility for speed

zone signage.

CONCLUSION

The RTA has reviewed the speed limits on Welling Drive, Waterworth Drive and Holdsworth Drive and resolved to reduce the speed limits to 50km/hr. It is recommended that Council supports the RTA in this matter.

RECOMMENDED

That Council notes and supports the RTA's recommended speed limit reductions from 60km/hr to 50km/hr on Welling Drive, Waterworth Drive and Holdsworth Drive in Narellan Vale and Mount Annan.

ATTACHMENTS



TC03 Welling Drive2.pdf



TC03 Welling Drive1.pdf

RESOLUTION

That Council:

- i. notes and supports the RTA's recommended speed limit reductions from 60km/hr to 50km/hr on Welling Drive, Waterworth Drive and Holdsworth Drive in Narellan Vale and Mount Annan; and
- ii. writes to the RTA raising concerns about the inconsistency of speed zoning in Camden LGA and the limited resources available to Council to install appropriate physical measures to encourage adherence to the reduced speed limits.

THE MOTION ON BEING PUT WAS CARRIED

TC55/10

ACTIONS

TRAFFIC COMMITTEE

TC04

SUBJECT: WIERBERLY ROAD, ELDERSLIE - REMOVAL OF "NO
PARKING RESTRICTIONS" ADJACENT TO ELDERSLIE
PUBLIC SCHOOL
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Signs and
Linemarking

PURPOSE OF REPORT

To seek Camden Local Traffic Committee support for the removal of "No Parking restrictions in Wierberly Road, Elderslie.

BACKGROUND

The Principal of Elderslie Public School has requested that a section of "No Parking" roadside restrictions adjacent to the school be removed.

MAIN REPORT

Elderslie Public School opened in January 2009 in association with development of the Elderslie Urban Release Area. As part of the new road layout and as handed over to Council by the NSW Department of Education and Training, indented parking bays have been installed for parents to drop off and pick up their children adjacent to the school on Wierberly Road and Franzman Avenue. There is provision for 14 vehicles on each road. The kerbside is currently signposted "No Parking 8.00 am to 9.30 am and 2.30 pm to 4.00 pm".

Elderslie Public School currently has 120 students and has provision to expand to a total of 450 students as the area develops. The school also has a dedicated class for children with developmental disorders such as autism. People dropping off and picking up children which are in this class have been instructed by the school Principal to come into the school property because the children would be at risk if unsupervised outside the school boundary.

The Principal has advised that there is no capacity for parents to park within the school grounds, and hence, they are required to park on the roadside. The Principal has also advised that some parents have received parking infringement notices for leaving vehicles unattended in the "No Parking" spaces as there is no unrestricted parking provision available adjacent to the school boundary. It has also been advised that parents who arrive early to pick up children do not have suitable provision to park and wait. Currently some parents park in the afternoon on Lodges Road which is not a suitable location.

The Principal of the school has requested that the "No Parking" restrictions are

removed from the indented bays in Wierberly Road to safely accommodate parents arriving early and leaving their vehicles unattended. Whilst this is supported, a concern is that if these bays are unrestricted, they may become fully occupied, leaving no spaces for parents with children with disabilities. It is therefore recommended that two spaces at the western end - nearest the school access - are dedicated for people with disabilities. The locations of the proposed unrestricted parking and dedicated parking for people with disabilities are shown in **Attachment 1**.

Most drop off and pick up for the school currently occurs on Franzman Avenue. It is proposed to retain the "No Parking" restriction on this road to facilitate this. Once the road network in the subdivision is complete, it will be possible for drivers to continue along Franzman Avenue and connect with Liz Kernohan Drive for onward journeys. It is inevitable that the traffic and parking situation around the school will change as the area develops and the school population increases. Ongoing monitoring of the situation is recommended.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Two new posts and signs are required and four posts with signs are required to be removed. The total cost is estimated at \$200. This would be funded from the RTA Block Grant (Traffic Facilities Component) for the 2010/11 financial year.

CONCLUSION

A request has been received from Elderslie Public School for the removal of "No Parking" restrictions on Wierberly Road, Elderslie. The request is considered reasonable and it is recommended that it is supported by the Committee with some additional complementary measures to provide improved parking for people with disabilities.

RECOMMENDED

That Council:

- i. removes the "No parking 8.00 am to 9.30 am and 2.30 pm to 4.00 pm" restrictions along the length of the south side of Wierberly Road, Elderslie;**
- ii. installs two parking spaces for people with disabilities at the western end of the indented parking bay in Wierberly Road, Elderslie**
- iii. engages Elderslie Public School and the NSW Police to take forward parent education and enforcement to further improve road safety for school children and other pedestrians in the vicinity of the school; and**
- iv. continues to monitor the traffic and transport situation around the school as the area develops.**

ATTACHMENTS



TC04 Wierberly Road.pdf

RESOLUTION

That Council:

- i. removes the "No parking 8.00 am to 9.30 am and 2.30 pm to 4.00 pm" restrictions along the length of the south side of Wierberly Road, Elderslie;
- ii. installs two parking spaces for people with disabilities at the western end of the indented parking bay in Wierberly Road, Elderslie;
- iii. engages Elderslie Public School and the NSW Police to take forward parent education and enforcement to further improve road safety for school children and other pedestrians in the vicinity of the school; and
- iv. continues to monitor the traffic and transport situation around the school as the area develops.

THE MOTION ON BEING PUT WAS CARRIED

TC56/10

ACTIONS

TRAFFIC COMMITTEE

TC05

SUBJECT: CORRELLIS STREET / STEWART STREET, HARRINGTON PARK - HARRINGTON PARK SOUTH STAGES 1, 2 & 3, REGULATORY SIGNAGE & LINEMARKING
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Signs and Linemarking

PURPOSE OF REPORT

To seek Local Traffic Committee approval for proposed regulatory signage and linemarking for a new subdivision within Harrington Park.

BACKGROUND

Council has received proposed linemarking and signage plans for roads within a new subdivision in Harrington Park extending off the existing development in Correllis Street.

MAIN REPORT

Proposed signage and linemarking plans prepared by Cardno for Stages 1,2 & 3 of Harrington Park South have been received. A location plan is provided in **Attachment 1**.

STOP signs and lines are proposed on Correllis Street at the 4-way intersection with Pearson Crescent (Drawing No. 29411-CC-221 A). These are in accordance with Australian Standards for the placement of regulatory signage and provision of regulatory linemarking (see **Attachment 2**).

A shared path is proposed between Road No. 2 and Stewart Street. It is recommended that signs are erected on single posts on one side of the path only, at each end of the path, rather than on two posts at each end as indicated in Drawing No. 29411-CC-220 A (see **Attachment 3**). The signs on each post should be a Shared Path sign (R8-2A) on one side and Shared Path sign (R8-2A) with "END" (R7-4A) sign on the other side, facing cyclists leaving the path. An 80mm wide centreline (1 metre line to 7 metres gap) and bicycle/pedestrian/arrow linemarked symbols are recommended in accordance with Australian Standard AS 1742.9.

CONCLUSION

It is concluded that the submitted plans for signs and linemarking are satisfactory subject to the shared path signage being amended and additional shared path linemarking being installed.

RECOMMENDED

That Council approves the proposed signs and linemarking shown in Drawing Nos. 29411-CC-220 A and 29411-CC-221 A, subject to, in accordance with Australian Standard AS 1742.9:

- i. At either end of the shared path, a single post being installed with a Shared Path sign (R8-2A) on one side and Shared Path sign (R8-2A) with "END" (R7-4A) sign on the other side;
- ii. At either end of the shared path, a bicycle, pedestrian and arrow being linemarked;
- iii. An 80mm wide centreline (1 metre line to 7 metres gap) being linemarked along the length of the shared path; and
- iv. Installation being completed by the applicant at their cost.

ATTACHMENTS



TC05 Correllis Street 1.pdf



TC05 Correllis Street 2.pdf



TC05 Correllis Street 3.pdf

RESOLUTION

That Council approves the proposed signs and linemarking shown in Drawing Nos. 29411-CC-220 A and 29411-CC-221 A, subject to, in accordance with Australian Standard AS 1742.9:

- i. At either end of the shared path, a single post being installed with a Shared Path sign (R8-2A) on one side and Shared Path sign (R8-2A) with "END" (R7-4A) sign on the other side;
- ii. At either end of the shared path, a bicycle, pedestrian and arrow being linemarked;
- iii. An 80mm wide centreline (1 metre line to 7 metres gap) being linemarked along the length of the shared path; and
- iv. Installation being completed by the applicant at their cost.

THE MOTION ON BEING PUT WAS CARRIED

TC57/10

ACTIONS

TRAFFIC COMMITTEE

TC06

SUBJECT: ORAN PARK TRANCHE 1 STAGES 1, 2 & 5 - REGULATORY
SIGNAGE & LINEMARKING
FROM: Director Works and Services
FILE NO: Traffic and Transport/Complaints and Requests/Signs and
Linemarking

PURPOSE OF REPORT

To seek Local Traffic Committee approval for proposed regulatory signage and linemarking for a new subdivision within Oran Park.

BACKGROUND

Council has received proposed linemarking and signage plans for roads within a new subdivision in Oran Park located off Oran Park Drive. These roads form part of a broader public road network which services the developing area of Oran Park.

MAIN REPORT

The proposed plans by Brown Consulting (NSW) Pty Ltd Tranche 1 Stages 1, 2 & 5 (undated) Drawing No. 702 Revision 06, (see **Attachment 1**) are in accordance with Australian Standards for the placement of regulatory signage and provision of regulatory linemarking.

It should be noted that all signage and linemarking associated with proposed traffic signals at the intersection of Oran Park Drive and Road No.3 South Circuit will require approval of the traffic signals by the Roads & Traffic Authority (RTA) prior to any determination of signs and linemarking being made. Subject to RTA approval of traffic signals, the applicant will be required to undertake, at their cost, any changes required to the signage and linemarking being considered in this report, to accord with the new road layout.

CONCLUSION

The proposed regulatory signage and linemarking as indicated on Drawing No.702 Revision 06 are in accordance with the relevant Australian Standards and Technical Direction and are appropriate for this stage of development of Oran Park.

RECOMMENDED

That Council approves the regulatory signage, linemarking and pedestrian refuges as indicated on Drawing No. 702 Revision 06, for Tranche 1 Stages 1, 2 &

5 subject to installation being completed by the applicant at their cost.

ATTACHMENTS



TC06 Oran Park.pdf

RESOLUTION

That Council approves the regulatory signage, linemarking and pedestrian refuges as indicated on Drawing No. 702 Revision 06, for Tranche 1 Stages 1, 2 & 5, with the exception of signs, lines and devices at the intersection of Oran Park Drive and Road No. 3 (South Circuit) subject to installation being completed by the applicant at their cost.

THE MOTION ON BEING PUT WAS CARRIED

TC58/10

ACTIONS

TRAFFIC COMMITTEE

TC07

SUBJECT: COBBITTY ROAD / CUT HILL ROAD, COBBITTY -
B-DOUBLE TRIAL, RESIDENTS SURVEY RESULTS
FROM: Director Works and Services
FILE NO: Traffic and Transport/Planning/Statistics/Heavy Vehicle Usage

PURPOSE OF REPORT

To present the results of a survey of residents and landowners regarding a B-Double trial on Cobbitty Road (from Macquarie Grove Road to Cut Hill Road) and Cut Hill Road (from Cobbitty Road northwards for approximately 900 metres), Cobbitty.

BACKGROUND

In July 2009, on the advice of Council's Local Traffic Committee, Council resolved to conduct a six month trial of B-doubles on Cobbitty Road and Cut Hill Road. This report presents the results of a survey of residents relation to that trial.

MAIN REPORT

Context

There has been a history of applications for the use of B-Double vehicles in the Cobbitty area. Council has previously not supported the establishment of B-Double routes on Cobbitty Road, Cut Hill Road or Coates Park Road because of strong objections from the local community and road safety concerns due to the road conditions.

As such the RTA called a mediation session with Camden Council on 12 June 2009 to discuss an application for B-Double access to a farm on Cut Hill Road. As previously reported to the Local Traffic Committee, a number of significant concerns were raised by Council at the session including:

1. Members of the local community considering that Cobbitty Road and Cut Hill Road are not suitable for B-double vehicles.
2. Safety concerns in the vicinity of Cobbitty Public School.
3. Traffic conflicts during the operations of the Cobbitty Saturday Markets held once a month.
4. Potential for other businesses to use the B-Double route once it is approved.
5. Potential to open up the B-Double route for access to the Wollondilly Local Government Area.

Taking these concerns into consideration, in July 2009 Council made the following resolution on the recommendation of the Local Traffic Committee:

That Council:

- i. Conducts a six month trial for Cobbitty Road (from Macquarie Grove Road to Cut Hill Road) and Cut Hill Road (from Cobbitty Road northwards for 900 metres) being used by B-Double vehicles subject to the following conditions:
 - (a) The only place of access permitted for B-Double vehicles on this route is 99 Cut Hill Road on the route;
 - (b) B-Double vehicles shall not use the route from 8.00am to 9:30am and 2:30pm to 4.00pm on gazetted school days;
 - (c) B-Double vehicles shall not use the route on the first Saturday of each month during which the local markets operate;
- ii. Write to all residents along the route advising them of the trial;
- iii. The six month trial period be monitored by Council and the RTA;
- iv. A report be brought back to the Local Traffic Committee in February 2010 outlining the results of the B-Double trial.

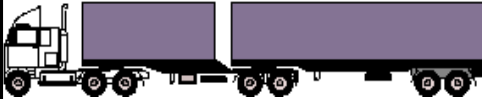

The RTA gazetted the B-Double route for the six month period from August 2009 to January 2010 (see **Attachment 1**). The gazettal stated that “*B-Doubles are not to use the route between 8.00 am to 9.30 am and 2.30 pm to 4.00 pm on gazetted school days and the first Saturday of each month during which the local markets operate*”. However, the gazettal did not limit the approved access only to 99 Cut Hill Road, as Council had requested. Instead the gazettal allowed access to all properties along the route via Cobbitty Road and Cut Hill Road up to No. 99. The RTA has subsequently advised Council that the B-double application has been withdrawn.

This report focuses on the responses of local residents to the trial as part of the monitoring process. Council has not canvassed the opinions of B-Double operators or carried out its own field trials specifically related to the trial period.

B-Double Trial Survey of Residents

It was decided to advise residents of the trial after it had taken place rather than before, to minimise preconceptions. A consultation letter and questionnaire was sent to all registered properties on Cut Hill Road and Cobbitty Road between Macquarie Grove Road and Cut Hill Road (a sample letter and questionnaire is provided in **Attachment 2**) on 9 July 2010. Where registered owners were not residents, a letter was sent both to the street address and the owner. In total, 154 properties were canvassed although a several owners were noted to own more than one of the 154 properties. 39 responses were analysed, excluding one of two responses received from one particular household and one of two responses received from the owner of two properties on Cobbitty Road. The response rate was 26% of all properties canvassed.

The consultation letter explained the differences between B-Doubles and Semi-trailers as follows:

	B-Doubles	Semi-trailers
Description		

Total length	Between 19 and 25 metres long	Up to 19 metres long
Route Restrictions	Use on RTA designated routes only. Hours of operation can be restricted.	None, but most local roads are not designed to physically accommodate.
Drawbacks	Longer vehicles create greater potential for conflict with other road users. B-Double gazettal may encourage additional freight activity.	More journeys are required than B-Doubles to deliver same volume or weight of goods. There is no formal management system to restrict operations.

The questions asked sought to ascertain the changes in B-Double use and the volumes of heavy vehicles more generally. The results of the questionnaires are presented in the tables below.

Table 1 - B-Double use of Local Roads before, during, and after the Trial

Did you notice B-Double vehicles on Cobbitty Road and/or Cut Hill Road before, during or after the trial?								
Before			During			After		
Yes	No	N/O	Yes	No	N/O	Yes	No	N/O
15	15	9	26	8	5	22	12	5

N/O - denotes no opinion

The results in **Table 1** indicate that B-Double vehicles have been observed on these roads before and after the trial despite the fact that these sections of road were not gazetted for B-Double use.

Table 2 - Response to Numbers of Heavy Vehicles in General

Did you notice overall changes in heavy vehicle numbers during the trial?				
More vehicles	About the same	Less vehicles	Don't know	No opinion
21	12	1	2	3

Table 3 - Response to Numbers of Heavy Vehicles at School Times

Did you notice changes in heavy vehicle numbers at school times during the trial?				
More vehicles	About the same	Less vehicles	Don't know	No opinion
12	12	2	11	2

The results in **Tables 2 and 3** indicate that there is a view amongst a significant number of respondents that more heavy vehicles used Cobbitty Road and Cut Hill Road during the trial. A number of respondents have also indicated an increase in heavy vehicles during school times.

In terms of further comments made, seven respondents specifically expressed support for B-Double gazettal and eleven specifically expressed concern about B-Doubles. Nine respondents specifically mentioned concerns about the ability of Cut Hill Road to accommodate B-Double vehicles. Some respondents reported that a number of B-Double vehicles were observed to have been hauling construction material rather than chicken feed.

A number of respondents have indicated general concerns about the impact of heavy vehicles including noise (6 respondents), road damage (3), inappropriate speed (14),

inadequate road width (8), number of vehicles (12) and operating early in the morning (6). Many responses do not differentiate between B-doubles and other heavy vehicles.

Some observations from the consultation responses are that:

1. there is strong feeling against B-Double use from some residents but a proportion of residents support their use;
2. the monitoring, management and enforcement regime for B-Double usage may not be adequate in ensuring conditions of use are controlled effectively;
3. many respondents have concerns about heavy vehicles generally and some do not differentiate between B-Doubles and other types of heavy vehicle; and
4. the perceived inappropriate speed of heavy vehicles was the most commonly cited concern.

B-Double Route Assessment

Council undertook a B-Double Route assessment of sections of Cobbitty Road, Cut Hill Road and Coates Park Road in 2005. This was reported to the Local Traffic Committee at the meeting held on 10 October 2005. The assessment was based on RTA guidelines and included a field trial with a B-Double vehicle. The assessment indicated that the road widths and sight distances on the subject roads met requirements. The assessment suggested that there could be increased community amenity using B-Double vehicles to supply poultry farms because they can transport more chicken feed than semi-trailers, thereby resulting in fewer trips. The field trial indicated that B-Double vehicles turning left from Cut Hill Road to Cobbitty Road encroached onto the northbound lane on Cut Hill Road to make the manoeuvre.

Current Situation

Since the B-Double Route Assessment was undertaken in 2005, part of Cobbitty Road in the vicinity of Cobbitty Village has been reconstructed with kerb and gutter. There have been no other substantive changes to road conditions on the roads that were assessed. It is considered that sections of Cobbitty Road and Cut Hill Road that have not been reconstructed are not of adequate construction to support regular use by B-Doubles and some other heavy vehicle types, causing accelerated deterioration of the road pavement.

The intersection of Cut Hill Road and Cobbitty Road is considered unsuitable for B-Double vehicles to manoeuvre under its current configuration. An intersection upgrade at this location has been identified in Council's Discretionary Budget List with a current cost estimate of \$150,000.

Further investigation into the current patterns of heavy vehicle usage on Cobbitty Road is recommended to give clarity to some of the observations reported by local residents. Tube counters can record traffic speeds, volumes and number of axles per vehicle.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The placement of traffic counters on Cobbitty Road is likely to cost in the order of \$500.

CONCLUSION

Council has previously not supported the western section of Cobbitty Road and Cut Hill Road being gazetted for B-Double vehicles because of strong objections from the local community and road safety concerns. A six-month trial was agreed to assess the impact of B-Double vehicles and restrictions placed on their usage, and has been followed up by consultation with residents.

The consultation results suggest:

1. there is strong feeling against B-Double use from some residents but a proportion of residents support their use;
2. the monitoring, management and enforcement regime for B-Double usage may not be adequate in ensuring conditions of use are controlled effectively;
3. many respondents have concerns about heavy vehicles generally and some do not differentiate between B-Doubles and other types of heavy vehicle; and
4. the perceived inappropriate speed of heavy vehicles was the most commonly cited concern.

Overall, the B-Double trial has not provided substantive additional evidence to support the gazettal of Cobbitty Road (from Macquarie Grove Road to Cut Hill Road) and Cut Hill Road for a permanent B-Double route.

RECOMMENDED

That Council:

- i. notes the results of the consultation exercise into the B-Double trial on Cobbitty Road and Cut Hill Road;**
- ii. writes to the Roads and Traffic Authority advising of the results of the consultation exercise and requesting enforcement of current B-Double restrictions within Camden Local Government Area; and**
- iii. undertakes traffic counts on Cobbitty Road in the vicinity of Cobbitty Public School and west of the intersection with Cut Hill Road, recording speed, volume and number of vehicle axles to ascertain the current extent of heavy vehicle usage.**

ATTACHMENTS



TC07 Cobbitty Road 2.pdf



TC07 Cobbitty Road 1.pdf

RESOLUTION

That Council:

- i. notes the results of the consultation exercise into the B-Double trial on Cobbitty Road and Cut Hill Road;**
- ii. writes to the Roads and Traffic Authority advising of the results of the consultation exercise and requesting enforcement of current B-Double restrictions within Camden Local Government Area; and**
- iii. undertakes traffic counts on Cobbitty Road in the vicinity of Cobbitty Public School and west of the intersection with Cut Hill Road, recording speed, volume and number of vehicle axles to ascertain the current extent of heavy vehicle usage.**

THE MOTION ON BEING PUT WAS CARRIED

TC59/10

ACTIONS

TRAFFIC COMMITTEE

TC08

SUBJECT: ARGYLE STREET, CAMDEN - LIGHT UP CAMDEN
FESTIVAL 2010, SPECIAL EVENT TMP
FROM: Director Works and Services
FILE NO: Traffic and Transport/Planning/Traffic/Special Event Road
Closures

PURPOSE OF REPORT

To seek Camden Local Traffic Committee concurrence for the closure of streets in the Camden CBD to conduct the Light Up Camden Festival 2010.

BACKGROUND

Council has received an application by the Camden Chamber of Commerce to conduct the annual Light Up Camden Festival which proposes road closures as part of the festival. The event is conducted each year on a Thursday evening during November to promote the Christmas festive season.

MAIN REPORT

The Camden Chamber of Commerce has successfully conducted the Light Up Camden Festival for a number of years. The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Thursday 18 November 2010.

A Special Event Transport Management Plan with associated Traffic Control Plans (Plan Nos. PCK0908101A, PCK0908102B and PCK0908103A to PCK0908106A) has been prepared for this year's event incorporating the following elements:

(i) Closure of:

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

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

(iii) Advance warning signs;

(iv) Detour signs indicating:

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

(v) Strategically placed traffic controllers;

(vi) Temporary Bus Stop on Elizabeth Street;

(vii) Temporary Taxi Zone relocation in John Street.

The requested closure time is from 4.00 pm to allow for the set up of the fair, with the official opening of the fair at 6.00 pm. The event will formally close by 8.30 pm and the roads will be reopened by 10.30 pm, allowing time for packing up.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulates a charge of \$87.00 for Special Event Transport Management Plan applications and a charge of \$1,378.00 for Public Road Events. In order to support the Light Up Camden Festival 2010, Council will be waiving these fees.

Council is also prepared to supply traffic control barriers for the day for Camden CBD without charge to the organisers.

CONCLUSION

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

RECOMMENDED

That Council gives concurrence for the Special Event Transport Management Plan and associated closure of the following streets from 4.00 pm to 10.30 pm on Thursday 18 November 2010, in accordance with the Roads Act 1993 - Section 35, for the operation of the Light Up Camden Festival:

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

This approval is subject to the following conditions:

- i. The event is classified as a Class 2 event under the RTA 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 Transport Management Plan and Traffic Control Plans (Plan Nos. PCK0908101A, PCK0908102B and PCK0908103A to PCK0908106A);**
- iii. Traffic controllers shall be accredited by the RTA and be in position at all times as indicated in the Traffic Control Plans.**
- iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;**
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;**

- vi. The organisers shall maintain access for emergency vehicles along the closed road sections;
- vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;
- viii. The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;
- ix. Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 4.00 pm and 10.30 pm on the day of the event;
- x. Placement of barriers along the areas for the temporary bus stops and taxi zone at 3.00 pm to help ensure these locations are clear of parked vehicles; and
- xi. The organisers securing any other necessary consents as advised by Council.

ATTACHMENTS



TC08 Argyle Street.pdf

RESOLUTION

That Council gives concurrence for the Special Event Transport Management Plan and associated closure of the following streets from 4.00 pm to 10.30 pm on Thursday 18 November 2010, in accordance with the Roads Act 1993 - Section 35, for the operation of the Light Up Camden Festival:

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

This approval is subject to the following conditions:

- i. The event is classified as a Class 2 event under the RTA 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 Transport Management Plan and Traffic Control Plans (Plan Nos. PCK0908101A, PCK0908102B and PCK0908103A to PCK0908106A);
- iii. Traffic controllers shall be accredited by the RTA and be in position at all times as indicated in the Traffic Control Plans.
- iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
- vi. The organisers shall maintain access for emergency vehicles along the closed road sections;

- vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;
- viii. The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;
- ix. Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 4.00 pm and 10.30 pm on the day of the event;
- x. Placement of barriers along the areas for the temporary bus stops and taxi zone at 3.00 pm to help ensure these locations are clear of parked vehicles; and
- xi. The organisers securing any other necessary consents as advised by Council.

THE MOTION ON BEING PUT WAS CARRIED

TC60/10

ACTIONS

TRAFFIC COMMITTEE

TC09

SUBJECT: ELYARD STREET, NARELLAN - NARELLAN RHYTHMS
FESTIVAL 2010, SPECIAL EVENT TMP
FROM: Director Works and Services
FILE NO: Traffic and Transport/Planning/Traffic/Special Event Road
Closures

PURPOSE OF REPORT

To seek Camden Local Traffic Committee concurrence for the closure of part of Elyard Street, Narellan, to hold the Narellan Rhythms Festival in October 2010.

BACKGROUND

Council is facilitating a Saturday community event, the Narellan Rhythms Festival, showcasing the diversity of the Macarthur region with live performances and stalls. It is proposed that the event will take place on Elyard Street outside the Narellan Library requiring this section of road to be closed to vehicular traffic.

MAIN REPORT

The Narellan Rhythms Festival is programmed to take place on Saturday 23 October 2010 from 10.30 am to 3.00 pm. The road closure is proposed from 7.00 am to 5.00 pm to allow for setting up and taking down. The event was successfully operated for the first time last year. Narellan Town Centre management has been notified of the event and has raised no objections to the event or the street closure.

The Event Organiser is seeking Class 2 Special Event concurrence from the Local Traffic Committee for the closure of Elyard Street from the intersection with Queen Street to the intersection with Somerset Avenue.

The focus of events will be on Elyard Street between Narellan Town Centre and Narellan Library. The main performance area, including performance seating, will be within the open space adjacent to the library. Some stalls and tents will be set up on the north side of the road. Parking for event organisers and stall holders is proposed within the reserve on the south side of Elyard Street. It is proposed that bus services to and from Camden Valley Way are diverted onto Queen Street (southbound) and Richardson Road (northbound). The diverted buses will use existing bus stops on Camden Valley Way and Queen Street. No temporary bus stops are proposed.

A Special Event Transport Management Plan with associated Traffic Control Plans (Plan Ref D C 23 2009 Camden Council Rev B) (see **Attachment 1**) has been prepared for this year's event incorporating the following elements:

- (i) Closure of Elyard Street from the intersection with Queen Street to the access to

- the Narellan Town Centre Loading Dock 1 from 7.00 am to 5.00 pm for the festival itself;
- (ii) An additional closure at the eastern end of Elyard Street at Somerset Avenue. This closure will be manned by traffic controllers who will open the road to vehicles requiring access to Narellan Town Centre loading dock and stallholder parking;
 - (iii) Barriers and "Road Closed" signs at either end of the road closure;
 - (iv) Barriers, "Delivery Traffic Only" sign and traffic controller at all times on Elyard Street at the intersection with Somerset Avenue.
 - (v) Advance warning signs saying "Road Closed Ahead" with directional arrows placed in either direction on Somerset Avenue and Queen Street and on Elyard Street west of the intersection with Queen Street; and
 - (vi) "Detour" signs on Queen Street northbound, to Elyard Street westbound to Richardson Road northbound.

It is proposed to leave open a service lane between Elyard Street and the Narellan Town Centre carpark access. It is located close to the Somerset Avenue end of Elyard Street. Use of this lane is very low and predominantly relates to staff parking and delivery vehicles accessing the shopping centre. These vehicles can readily be managed by the Traffic Controller at the Somerset Avenue end of Elyard Street. This traffic controller will also be responsible for managing access to the Narellan Town Centre loading dock and No. 1 Elyard Street, a storage depot for large building materials.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges 2010/11 stipulates a charge of \$87.00 for Special Event Transport Management Plan applications and a charge of \$1,378.00 for Public Road Events. The charge will not apply to this event.

Council will supply traffic control barriers for the day. Provision of traffic controllers will be funded from the event budget, as required.

CONCLUSION

The relevant documentation has been received by Council for the closure of part of Elyard Street for the operation of Narellan Rhythms Festival. Arrangements have been planned to allow the safe operation of the festival. It is therefore recommended that the Local Traffic Committee recommends concurrence to this Special Event subject to the conditions listed below.

RECOMMENDED

That Council gives concurrence to the Special Event Transport Management Plan and associated closure of Elyard Street from the intersection with Queen Street to Somerset Avenue from 7.00 am to 5.00 pm on Saturday 23 October 2010, in accordance with the Roads Act 1993 - Section 35, for the operation of the Narellan Rhythms Festival, subject to the following conditions:

- i. The event is classified as a Class 2 event under the RTA 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 Transport Management Plan and Traffic Control Plan (Plan Ref D C 23 2009 Camden Council Rev B);
- iii. Traffic controllers shall be accredited by the RTA and be in position at all times at the eastern end of Elyard Street;
 - iv. The organisers providing written proof of a minimum of \$20 million Public Liability Insurance;
 - v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
 - vi. The organisers shall maintain access for emergency vehicles along the closed sections of road at all times;
 - vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;
 - viii. The organisers shall advise about the traffic management operations, in writing, to the Narellan Town Centre Manager, the business located at No. 1 Elyard Street, local bus companies and Camden Wollondilly Cabs; and
 - ix. The organisers securing any other necessary consents as advised by Council.

ATTACHMENTS



TC09 Elyard Street.pdf

RESOLUTION

That Council gives concurrence to the Special Event Transport Management Plan and associated closure of Elyard Street from the intersection with Queen Street to Somerset Avenue from 7.00 am to 5.00 pm on Saturday 23 October 2010, in accordance with the Roads Act 1993 - Section 35, for the operation of the Narellan Rhythms Festival, subject to the following conditions:

- i. The event is classified as a Class 2 event under the RTA 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 Transport Management Plan and Traffic Control Plan (Plan Ref D C 23 2009 Camden Council Rev B);
- iii. Traffic controllers shall be accredited by the RTA and be in position at all times at the eastern end of Elyard Street;
- iv. The organisers providing written proof of a minimum of \$20 million Public Liability Insurance;
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
- vi. The organisers shall maintain access for emergency vehicles along the closed sections of road at all times;
- vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;
- viii. The organisers shall advise about the traffic management operations, in writing, to the Narellan Town Centre Manager, the business located at No. 1 Elyard Street,

local bus companies and Camden Wollondilly Cabs; and
ix. The organisers securing any other necessary consents as advised by Council.

THE MOTION ON BEING PUT WAS CARRIED

TC61/10

ACTIONS

TRAFFIC COMMITTEE

TC10

SUBJECT: PETER BROCK DRIVE, ORAN PARK - TEMPORARY ROAD CLOSURES, SPECIAL EVENT TMP
FROM: Director Works and Services
FILE NO: Traffic and Transport/Planning/Traffic/Special Event Road Closures

PURPOSE OF REPORT

To seek Camden Local Traffic Committee concurrence for the closure of a portion of Peter Brock Drive, Oran Park, on weekends and public holidays.

BACKGROUND

Council is in receipt of an application by Landcom / GDC to close of a section of Peter Brock Drive on weekends and public holidays in order to facilitate improved pedestrian safety and access for visitors to the display village on site. The application is for the proposed closures to operate periodically until January 2012.

MAIN REPORT

Council has received a submission from Landcom and the Greenfields Development Company to close of a portion of Peter Brock Drive on weekends and public holidays in order to restrict vehicle access to the Oran Park display village during weekends and public holidays. This will assist in managing traffic at the peak times that visitors attend the display village. Details of the proposed arrangements are contained in **Attachments 1 and 2**.

The affected section of Peter Brock Drive is between Park Drive and Road 132 (Seton Street). Oran Park staff will manage traffic during the periods that the closure is in force. Staff will permit access to vehicles when required. Details of signage and traffic control devices are given in the Traffic Control Plan (L06002 09-SK18).

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's 2010/11 Adopted Fees and Charges stipulates a charge of \$87.00 for Special Event Transport Management Plan applications and a charge of \$1,378.00 for Public Road Events. It is recommended that the applicant be required to pay these fees prior to the proposed closures being implemented.

CONCLUSION

The relevant documentation has been received by Council for the closure of a portion of Peter Brock Drive on weekends and public holidays in order to facilitate improved pedestrian safety and access for visitors to the display village on site. The application

is considered reasonable and supported.

RECOMMENDED

That Council gives concurrence to the Special Event Transport Management Plan and associated closure of Peter Brock Drive between Oran Park Drive and Road 132 (Seton Street) on weekends and public holidays until the end of January 2012, in accordance with the Roads Act 1993 - Section 35, subject to the following conditions:

- i. The closure is classified as a Class 3 event under the RTA 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 Transport Management Plan and Traffic Control Plan (L06002 09-SK18);**
- iii. Traffic controllers shall be accredited by the RTA;**
- iv. The organisers providing proof of a minimum \$10 million Public Liability Insurance Policy noting Council as an interested party;**
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;**
- vi. The organisers shall maintain access for emergency vehicles along the closed road section;**
- vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to commencing;**
- viii. The organisers securing any other necessary consents as advised by Council.**

ATTACHMENTS



TC10 Peter Brock Drive 2.pdf

RESOLUTION

That Council gives concurrence to the Special Event Transport Management Plan and associated closure of Peter Brock Drive between Oran Park Drive and Road 132 (Seton Street) on weekends and public holidays until the end of January 2012, in accordance with the Roads Act 1993 - Section 35, subject to the following conditions:

- i. The closure is classified as a Class 3 event under the RTA 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 Transport Management Plan and Traffic Control Plan (L06002 09-SK18);
- iii. Traffic controllers shall be accredited by the RTA;
- iv. The organisers providing proof of a minimum \$10 million Public Liability Insurance Policy noting Council as an interested party;
- v. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
- vi. The organisers shall maintain access for emergency vehicles along the closed road

- section;
- vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to commencing;
 - viii. The organisers securing any other necessary consents as advised by Council.

THE MOTION ON BEING PUT WAS CARRIED

TC62/10

ACTIONS

TRAFFIC COMMITTEE

TC11

SUBJECT: LOCAL BEHAVIOURAL CAMPAIGNS
FROM: Director Works and Services
FILE NO:

OVERVIEW

The Community Road Safety Action Plan (CRSAP) is developed on a yearly basis to provide direction to the Community Road Safety Officer. Projects and programs that are implemented in the Camden LGA are developed from both research and statistical analysis undertaken.

Below is an outline of projects for the 2010-2011 financial year.

CAMDEN LIQUOR ACCORD

Objectives

- To work as a community to reduce the incidence of alcohol related violence.
- Work together to reduce the level of anti-social behaviour in the Camden LGA.
- Improve compliance with liquor laws in the Camden LGA.
- Work towards improving road safety via the implementation of projects within the local community.

Status

The last Camden Liquor Accord meeting was held on Thursday 12 August 2010. The Liquor Accord continues to work proactively in the Camden community to reduce alcohol related incidents, and to implement programs to educate patrons on safe alcohol consumption, safe alternative transport options and to provide Responsible Service of Alcohol (RSA) training in schools.

The Liquor Accord is holding a RSA session on the Frontline course for Accord member staff on 21 October 2010, to further improve RSA practices in venues in the Camden LGA.

The next Liquor Accord meeting will be held on Thursday 4 November 2010.

DRINK DRIVE PREVENTION – RBT PARANOIA CAMPAIGN

Objectives

- To inform the community about the dangers of drink driving.
- To reinforce the message that 'Every Police car is a mobile RBT'.
- To influence responsible road safety behaviour in vehicle controllers.
- To increase awareness of drink driving issues.

- To maintain awareness of RBT and the consequences of getting caught.
- Where possible, to link the Paranoia project with RoadSafe initiatives.
- To encourage licensees to promote the use of in-house breathalysers to all their patrons.

Status

Camden Council, in partnership with Camden Police and the Camden Advertiser, introduced a new column in the Camden Advertiser in December 2009 in order to address various road safety messages. This continues to run monthly. Promotional lollipops bearing a drink drive message were ordered by CRSO and are currently being distributed by Police at RBT sites. CRSO is supporting local Highway Patrol RBT Operations through print advertising.

ROAD SAFETY STRATEGIC PLAN (RSSP)

Objectives

- To implement identified strategies from the RSSP by the Community Road Safety Officer.
- To ensure that Council staff are aware of their responsibility to the RSSP.

Status

The RSSP has come off exhibition. Staff are assessing the feedback with the aim of reporting the matter back to Council for adoption.

SLOW DOWN

Objectives

- Raise awareness in the community of speeds on local roads.
- Reduce the incidence and severity of speed related crashes on local roads.
- Raise awareness of the threat and consequence of speeding through Police enforcement.

Status

'Slow Down' bus shelter ads are in place. RTA banners with the message "We've got you in our sights" were placed at Kirkam Park in August and will be placed at Narellan Road at the intersection with the Camden Bypass during September, to continue to promote the Slow Down message.

ENHANCED ENFORCEMENT PROGRAMS (EEP) AND REGIONAL PROGRAMS

Objectives

- To support local, regional and state road safety campaigns.
- To promote awareness within the local community of regional and state wide campaigns.

Status

CRSO continues to support Camden Highway Patrol on relevant local programs.

CHOOSE RIGHT BUCKLE RIGHT

Objectives

- To reinforce the safety value and importance of correct restraint installation and use.
- To enhance parent/carer awareness with regards to determining the 'safest' restraint for the child.
- To encourage all parents/carers to use restraints, particularly when transporting passengers under 12 years of age.
- To encourage the use of an authorised restraint fitter.
- To raise awareness in relation to the availability of local authorised restraint fitting services within the Camden and Campbelltown LGA's.

Status

The last Occupant Restraint Checking Day was held on Thursday 9 September 2010. This event was fully booked out with 21 vehicles having their child restraints fitted and/or checked. The next Occupant Restraint Fitting and Checking Day will be held on Thursday 9 December 2010.

MACARTHUR YOUNG DRIVERS ASSISTANCE PROGRAM (MYDAP)

Objectives

- To assist disadvantaged young people to obtain the minimum 120 hours driving experience.
- To develop project sustainability.

Status

Submissions have been received from Driving Schools, with the Evaluation Panel meeting on 28 September to ascertain successful applicants. It should be noted that while Camden Council will continue to facilitate access by residents to this program, administration of this program will be taken up by Campbelltown City Council.

GRADUATED LICENSING SCHEME (GLS) WORKSHOPS

Objectives

- To raise awareness of the Graduated Licensing Scheme.
- To deliver practical advice on completing the Learner Driver Log Book.
- To promote relationship building skills and the importance and benefits of driving practice.

Status

Next GLS Workshop will be held on 21 September 2010.

LOG BOOK RUN (LBR): DRIVES FOR LEARNERS IN MACARTHUR

Objectives

- To increase the on road experience obtained by the learner driver by exposing them to road types and conditions that they may not have been exposed to as part of their supervised driving practice.
- To include GLS messages in the LBR orientation presentation, ensuring that

supervisors who have not attended the GLS Workshops receive a number of key points to assist during the LBR event and beyond.

- To provide a supportive and open environment along with the resources and tools necessary to increase the confidence and skill level of the learner and supervising driver to attempt drives outside their local area.
- To distribute and disseminate a number of road safety resources to educate both the learner and supervising driver.

Status

The next day Log Book Run event will be held on 26 September 2010. This event is currently 70% booked.

COMMUNITY SAFETY PLAN IMPLEMENTATION

Objectives

- Identify and source appropriate funding bodies for community safety programs to be implemented.
- Implement community safety projects within the Camden LGA.

Status

CRSO has completed a draft Crime Prevention Action Plan, focusing on Malicious Damage and Anti-social behaviour. This is currently under review with the aim of forming part of the CSSP and allowing the CSSP to be adopted by the Attorney General's Dept and attract grant funding.

DRIVE 2 STAY ALIVE - YEAR 11 STUDENTS

Objectives

- To provide road safety awareness to young drivers and potential young drivers in the Camden LGA.
- To develop key working relationships with Police.

Status

Camden LAC Youth Liaison Officer (YLO) and CRSO are co-presenters for one of the sessions. Dates have been set for Mount Annan High School on 22 September 2010, Magdalene Catholic High School on 15 October 2010 and Elizabeth Macarthur High School in November 2010.

SCHOOL SAFETY PROGRAM

Objectives

- To provide a systematic and comprehensive live report on all traffic and behavioural issues at schools within the LGA.
- To provide a history and ongoing file on traffic issues at schools within the LGA.
- To promote safe pedestrian, vehicle and student behaviour within and around schools.
- To address any traffic related issues around schools in the LGA.
- To educate parents, students and schools to available road safety programs and resources prior to any enforcement action.

Status

CRSO and Traffic Engineer have developed a reporting and monitoring system for the school safety program. This includes a flowchart of the process, a checklist of all issues, education programs available and engineering details. Police and ranger involvement has been confirmed.

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC63/10

ACTIONS

TRAFFIC COMMITTEE

TC12

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

- (i) Local Bike Plan Implementation
No action
- (ii) Black Spot Identification/Evaluation/Treatment
No action
- (iii) RTA Road Safety Projects - Status Report
No project active at this stage
- (iv) Fatal Accident Reports
Nil

RECOMMENDED

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

RESOLUTION

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

THE MOTION ON BEING PUT WAS CARRIED

TC64/10

ACTIONS

TRAFFIC COMMITTEE

TC13

SUBJECT: DELEGATED AUTHORITY ITEMS FOR RATIFICATION - JOHN STREET / HILL STREET CAR PARK, CAMDEN - TEMPORARY SUSPENSION OF PARKING BAYS, CYCLING EVENTS OFFICIALS PARKING

FROM: Director Works and Services

FILE NO: Traffic and Transport/Planning/TGtraffic/TMP and TCP

2010/07	John Street / Hill Street Car Park, Camden - Temporary Suspension of Parking Bays, Cycling Events Officials Parking That Council approves the temporary suspension of thirty parking spaces on the southern end of the John / Hill Streets Car Park, Camden, to accommodate dedicated parking for cycle event officials on 12 September 2010 from 7.00 am to 1.00 pm.	Approved
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No objections were raised to the proposed recommendations.

PURPOSE OF REPORT

To seek Local Traffic Committee support for the suspension of parking bays within the John Street / Hill Street Car Park, Camden, for exclusive use by cycle race officials to park during the Goulburn Classic and associated cycle events.

BACKGROUND

Macarthur Collegians Cycling Club has applied to Council for the use of part of the John Street / Hill Street Car Park to provide dedicated parking for cycling events officials on Sunday 12 September 2010.

MAIN REPORT

In August 2010, the Local Traffic Committee resolved give concurrence to the Goulburn Classic cycle race and associated cycle events. The Macarthur Collegians Cycling Club subsequently requested the temporary suspension for public use of 30 parking spaces on the southern end of the John Street / Hill Street public car park between 7.00 am and 1.00 pm on the day of the events. This is to provide dedicated parking for

officials associated with the management of the cycling events, in one location, reasonably close to the finish line of the events.

A plan showing the location of the bays is provided in **Attachment 1**. The Macarthur Collegians Cycling Club has committed to provide barriers to cordon off the area and provide traffic marshals to manage this arrangement. As there are no time restrictions on public parking in Camden CBD on Sundays, there is a large quantity of all-day parking provision available elsewhere for other users.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to Council.

CONCLUSION

The temporary suspension of thirty unrestricted parking spaces in the John Street / Hill Street Car Park has been requested to provide dedicated parking for officials associated with the Goulburn Classic and associated cycle events on Sunday 12 September 2010. It is not considered that the proposal would have a significant impact on parking provision or traffic operation in the area and it is therefore recommended that the application is supported.

RECOMMENDED

That Council confirms approval for the temporary suspension of thirty parking spaces on the southern end of the John Street / Hill Street Car Park, Camden, to accommodate dedicated parking for cycle event officials on 12 September 2010 from 7.00 am to 1.00 pm.

ATTACHMENTS



TC13.John Hill Streets Car Park.pdf

RESOLUTION

That Council confirms approval for the temporary suspension of thirty parking spaces on the southern end of the John Street / Hill Street Car Park, Camden, to accommodate dedicated parking for cycle event officials on 12 September 2010 from 7.00 am to 1.00 pm.

THE MOTION ON BEING PUT WAS CARRIED

TC65/10

ACTIONS