
TRAFFIC COMMITTEE

TC01

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

The Traffic Committee report dated 16 November 2010 was presented to Council meeting on Tuesday 23 November 2010. Council adopted the Local Traffic Committee's recommendation without amendment, Resolution No. ORD 254/10.

RECOMMENDED

That the adoption by Council of the Committee's report dated 16 November 2010 be noted.

RESOLUTION

That the adoption by Council of the Committee's report dated 16 November 2010 be noted.

THE MOTION ON BEING PUT WAS CARRIED

TC81/10

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

TC82/10

ACTIONS

TRAFFIC COMMITTEE

TC03

SUBJECT: GRAHAMS HILL ROAD, NARELLAN - REQUEST FOR
PARKING RESTRICTIONS
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To seek Local Traffic Committee approval for a request for parking restrictions on Grahams Hill Road, Narellan.

BACKGROUND

Council has received a request from a business in Grahams Hill Road for "No Stopping" signage in the vicinity of the driveways of their two sites which are on either side of the road. This report provides details of an investigation into that request.

MAIN REPORT

Nepean Engineering, a fabricator of large equipment for a variety of industries, has two sites on either side of Grahams Hill Road with frontages approximately 170 metres long. The sites have two accesses each. The northern access on the western site is opposite the southern access on the eastern site. It is understood that employees of Nepean Engineering regularly use vehicles which traverse the road from one site to the other as part of the operation of the business. Kerbside parking regularly occurs along both frontages. It is assumed that this is mainly generated by people working at or visiting Nepean Engineering, although there are other businesses which also operate nearby.

Nepean Engineering has reported that parked vehicles in the vicinity of their access and egress points reduce the visibility for exiting vehicles and as such represent a safety hazard for this site. The reduced visibility is compounded by the curve in Grahams Hill Road at this location. In response to this concern, Nepean Engineering currently places orange traffic cones in the vicinity of two accesses in an attempt to prevent vehicles parking in these areas. This placement of cones does not have formal approval from Council.

The provision of 10 metres No Stopping on either side of the two opposite accesses will enhance visibility and have minimal impact on other businesses in the area. However, No Stopping signage is not a prerequisite dictated by any guidelines or standards in this context. The location of the proposed signage is shown in **Attachment 1**.

The request is considered reasonable but not essential for the safe and efficient

operation of the road itself. It is recommended that it is taken forward as a Private Works request at the cost of the applicant.

It should be noted that this recommendation does not act as an endorsement by Council of the operation of vehicles associated with Nepean Engineering and its business operations. Such operations remain the responsibility of Nepean Engineering and other road users in accordance with the provisions of the Occupational Health and Safety Act 2000 and Roads Act 1993.

Council has also been requested to consider options to investigate reported speeding issues in the same vicinity. This is being reviewed separately.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There is no financial implication to Council for installing these measures as it would be taken forward as a Private Works request. The cost to the applicant would include an element for future sign maintenance.

CONCLUSION

In view of the vehicle activity associated with the two Nepean Engineering sites on Grahams Hill Road, Narellan, it is considered reasonable to allow the provision of No Stopping restrictions for 10 metres in either direction of the two opposite accesses at of the sites. However, as there are no standards which dictate that such signs be placed in this area, this placement should be at the applicant's cost.

RECOMMENDED

That Council:

- a. provides approval in principle for the installation of No Stopping signage on Grahams Hill Road, Narellan, for ten metres on either side of the northern access for No. 23 and the southern access for No. 32, subject to:**
 - i. Council installing the signage as a Private Works request at the cost of the applicant;**
 - ii. this approval being valid for a period of 12 months from the date of this report, after which time the approval will expire if the applicant does not take up this option; and**
- b. advises Nepean Engineering that it is not authorised to install traffic cones on public roads.**

ATTACHMENTS



TC03 Grahams Hill Road.pdf

RESOLUTION

That Council:

- a. provides approval in principle for the installation of No Stopping signage on**

Grahams Hill Road, Narellan, for ten metres on either side of the northern access for No. 23 and the southern access for No. 32, subject to:

- i. Council installing the signage as a Private Works request at the cost of the applicant;
 - ii. this approval being valid for a period of 12 months from the date of this report, after which time the approval will expire if the applicant does not take up this option; and
- b. advises Nepean Engineering that it is not authorised to install traffic cones on public roads.

THE MOTION ON BEING PUT WAS CARRIED

TC83/10

ACTIONS

TRAFFIC COMMITTEE

TC04

SUBJECT: MACARTHUR ROAD, ELDERSLIE - CHILD CARE CENTRE,
TRAFFIC CONTROL MEASURES
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To review parking restrictions proposed in the vicinity of a child care centre approved by Camden Council on Macarthur Road, Elderslie and seek Local Traffic Committee assessment of Conditions of Consent referred to the Committee.

BACKGROUND

Council granted Development Consent (DA 1451/2009) for the development of a child care centre at 64-66 Macarthur Road on 10 August 2010. Council included a number of conditions which affect traffic and parking on Macarthur Road. These items have been referred to the Local Traffic Committee for review. Some of the conditions contained in the Council Consent require assessment by the Local Traffic Committee.

MAIN REPORT

Development Consent

Council granted Development Consent (DA 1451/2009) for a child care centre at 64-66 Macarthur Road on 10 August 2010. The following Conditions of Consent are included under **2.0 - Construction Certificate Requirements:**

- (3) **'No U-Turn' Sign** - *Prior to the issue of a Construction Certificate and subject to approval by Council's Local Traffic Committee, the construction plans are to be amended to show signage requiring 'No U-Turn' in Macarthur Road, at Britton Close.*
- (4) **Car Park Signs** - *Prior to the issue of a Construction Certificate and subject to approval by Council's Local Traffic Committee, the construction plans are to be amended to show signage requiring only a left in and left out traffic manoeuvres to and from the Child Care Centre.*
- (5) **Parking Restrictions** - *Prior to the issue of a Construction Certificate and subject to the approval by Council's Local Traffic Committee (the Committee), the construction plans are to be amended to show short term parking restrictions (from 8.30 to 9.30am and from 3.00 to 4.00pm) for a distance (to be determined by the Committee) on both sides of Macarthur Road north of the proposed development to facilitate dropping off and picking up of children from Mawarra Public School.*

- (6) **Traffic Signs** - *Prior to the issue of a Construction Certificate, the construction plans are to be amended to show "No Stopping" restriction signage to be installed between the entry and exit driveways of the proposed development. The 'No Stopping' restrictions are to be signposted to be from 8.30 to 9.30am and from 2.30 to 4.00pm, Monday to Friday.*

Additional traffic related measures associated with the Consent include the provision of a speed hump at the exit from the development so as to improve the safety of pedestrians using the existing footpath.

Approved Development

The approved development is adjacent to Mawarra Public School in Macarthur Road. It spans over two residential lots. It is a long day care centre for up to 80 children and 11 staff. 20 marked spaces are provided, six of which are allocated for staff use.

Traffic generation will be around 64 vehicles per hour (in + out) between 7.00 and 9.00 am and around 56 vehicles per hour (in + out) between 4.00 and 6.00 pm. Traffic generation during the period around 3.00 pm will be low and will be mainly associated with parents picking up children from the adjacent Mawarra Public School.

Attachment 1 shows the approved development plan with the measures presented above. Each measure is discussed below.

Condition (3) No U-Turn at Britton Close

Banning the U-Turn at Britton Close has been proposed in conjunction with the development being restricted to left in and left out traffic manoeuvres. Enforcement of a banned U-Turn would be difficult and could result in U-turning at other intersections which, due to their locations would be even less safe. Alternatively, traffic could be diverted onto other roads in the area, with associated increased turning movements to / from Macarthur Road. To progress with the measure, median islands would be required, wide enough to accommodate No U-Turn signs. The islands would result in the loss of kerbside parking for up to ten vehicles due to the reduced width of the carriageway. It is recommended that the No U-turn restriction is not installed at this time due to the adverse impact on street parking and difficulty in implementation and enforcement.

Condition (4) Left in, Left Out Traffic Manoeuvres

The decision to restrict access and egress to left in / left out only by way of the development's car park signage has been proposed by Council. This is intended as a means of minimising potential conflicts between traffic movements associated with the school and the long day care centre. However, there are flow on implications of implementing this measure which the Local Traffic Committee should review and advise Council accordingly.

To mandate left in and left out only manoeuvres at the development would require No Right Turn signs facing traffic travelling northwards on Macarthur Road, for enforcement. The provision of such signage without further physical measures is likely

to result in significant numbers of people not adhering to the restriction. Ongoing enforcement of the restrictions is likely to be sporadic and difficult to justify. Provision of median islands physically prohibiting the right turn movements would address this issue. However, median islands would affect properties opposite. They would result in access to and from Nos. 81 and 81a, across the road from the subject site, being restricted to left in and left out movements.

Council has received correspondence from the Camden Community Safety Forum raising concerns about the left in and left out operation approved for the development (see **Attachment 2**). The Forum advises that the restrictions could result in detours on other residential roads in the area or U-turning elsewhere on Macarthur Road, creating additional road risk.

Based on the Traffic and Parking Assessment submitted with the original Development Application, right turns into the development are predicted to be an hourly maximum of 10 vehicles between 7.00 and 8.00 am and right turns out of the development are predicted to be an hourly maximum of 25 vehicles between 5.00 pm and 6.00 pm. This is less than one vehicle every two minutes.

In view of the difficulty in enforcing No Right Turn restrictions and the relatively low numbers of predicted right turning vehicles, it is recommended that signage requiring only a left in and left out traffic manoeuvres is not installed at this time.

Condition (5) Parking Restrictions

The Consent requires that, subject to the approval by Council's Local Traffic Committee, the construction plans are to be amended to show short term parking restrictions (from 8.30 to 9.30am and from 3.00 to 4.00pm) for a distance (to be determined by the Committee) on both sides of Macarthur Road north of the proposed development to facilitate dropping off and picking up of children from Mawarra Public School.

Whilst there is merit in having short term parking restrictions to assist in student drop off and pick up, such restrictions are generally best employed at locations directly adjacent to school entrances to minimise the amount of time young children are unaccompanied on public roads. Given that there are already No Stopping and Bus Zone restrictions in the vicinity of the Mawarra Public School entrance it is recommended that on street parking is not further restricted at this time. However, it is noted that Council officers will continue to monitor the situation.

Condition (6) No Stopping Restrictions

There is an existing section of No Stopping restrictions adjacent to part of the development boundary as shown in **Attachment 1**. This has been installed to provide good visibility of the pedestrian crossing. The No Stopping restrictions extend four metres northward beyond the approved site egress driveway. The section of kerbside adjacent to the No Stopping restriction is usually parked up at school drop off and pick up times and has also been observed to be parked up at other times of the day as it offers the closest kerbside parking to the Mawarra Public School entrance.

The Condition of Consent requires No Stopping restrictions in front of the development

site between the ingress and egress driveways between 8.30 to 9.30am and from 2.30 to 4.00pm, Monday to Friday (Option 1). This would afford better visibility at the egress from the development during school hours but not at other times of the day. It would result in the loss of three on street parking spaces during the time periods that the restrictions apply.

An alternative to the Condition of Consent has been identified by Council Officers. This would involve extending the existing 24 hour "No Stopping" a six metres northward, resulting in ten metres of No Stopping to the north of the proposed egress (Option 2). It is considered that this would afford good visibility at all times of day and result in the loss of only one space for parking (as opposed to three). In this option, two parking spaces would remain between the entry and exit driveways of the long day care centre, relieving parking pressure at school times.

In assessing this matter it should be noted that this particular Condition of Consent has not been referred to the Local Traffic Committee. Given that the Committee is an advisory body only, having no decision making powers. A change to this particular Consent Condition is a matter for Council. However, it is recommended that the Committee advises Council to consider amending the Condition.

CONCLUSION

Council has approved a Child Care Centre development in Macarthur Road, Elderslie, with a number of Conditions of Consent which have been reviewed by the Local Traffic Committee. These issues have been considered in this report with recommendations to Council.

RECOMMENDED

That Council, in relation to issuance of the Construction Certificates associated with the Child Care Centre development (DA 1451/2009) at 64-66 Macarthur Road, Elderslie:

- i. does not require additional short term parking restrictions at this point in time;**
- ii. does not require signs, lines and devices to restrict manoeuvres to left in and left out only at this point in time; and**
- iii. does not require a U-turn ban at Britton Close at this point in time.**
- iv. reconsiders Condition 2.0(6) which requires No Stopping restriction signage to be installed between the entry and exit driveways of the proposed development from 8.30 to 9.30am and from 2.30 to 4.00pm, Monday to Friday.**

Should Council choose not to proceed with Condition 2.0(6) above it is recommended that:

- v. the existing No Stopping restrictions on the east side of Macarthur Road, adjacent to No. 66 are extended by six metres northwards, at the cost of the applicant.**

ATTACHMENTS



TC04 Macarthur Road 01.pdf TC04 Macarthur Road 02.pdf

RESOLUTION

That Council, in relation to issuance of the Construction Certificates associated with the Child Care Centre development (DA 1451/2009) at 64-66 Macarthur Road, Elderslie:

- i. does not require additional short term parking restrictions at this point in time;
- ii. does not require signs, lines and devices to restrict manoeuvres to left in and left out only at this point in time;
- iii. does not require a U-turn ban at Britton Close at this point in time; and
- iv. reconsiders Condition 2.0(6) which requires No Stopping restriction signage to be installed between the entry and exit driveways of the proposed development from 8.30 to 9.30am and from 2.30 to 4.00pm, Monday to Friday.

Should Council choose not to proceed with Condition 2.0(6) above it is recommended that:

- v. the existing No Stopping restrictions on the east side of Macarthur Road, adjacent to No. 66 are extended by six metres northwards, at the cost of the applicant.

THE MOTION ON BEING PUT WAS CARRIED

TC84/10

ACTIONS

TRAFFIC COMMITTEE

TC05

SUBJECT: JOHN STREET / BROUGHTON STREET, CAMDEN -
PROPOSED NO STOPPING RESTRICTIONS
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To seek Local Traffic Committee approval for No Stopping restrictions at the intersection of John Street and Broughton Street, Camden.

BACKGROUND

The current parking restrictions at the intersection of John Street and Broughton Street are not consistent with the regulations. This report identifies measures to correct this.

MAIN REPORT

Currently there are No Parking signs on both sides of John Street for 12 metres from the intersection with Broughton Street. There are no complementary signs on Broughton Street to close off the restrictions and they are therefore unenforceable. As such it has been reported to Council that vehicles regularly park on the corners restricting visibility for drivers exiting John Street.

The NSW Road Rules do not permit stopping within 10 metres of an intersection. In areas with low parking demand, this is usually regulated without the need for signs. However, in areas of high parking demand such as John Street it is advisable to install signs for greater clarity and easier enforcement. It is therefore proposed that No Stopping signage be installed on the corners of the intersection on Broughton Street and replace the incomplete No Parking signs on John Street, as shown in **Attachment 1**, to delineate the extent of the restriction.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Four new signs and two new posts are required at an approximate cost of \$200. It is proposed that this is funded from the RTA Block Grant (Traffic Facilities Component). It is envisaged that future maintenance of the signs would be funded from the RTA Block Grant.

CONCLUSION

Parking is occurring on Broughton Street in an area which is restricting visibility for drivers in John Street. The existing signage is inadequate for effective enforcement. It is therefore proposed that No Stopping signs are installed on the corners of the intersection.

RECOMMENDED

That Council approves No Stopping restrictions on the east and west sides of John Street for 12 metres northwards from the intersection with Broughton Street and on the north side of Broughton Street for 10 metres eastwards and westwards from the intersection with John Street.

ATTACHMENTS



TC05 John Street.pdf

RESOLUTION

That Council approves No Stopping restrictions on the east and west sides of John Street for 12 metres northwards from the intersection with Broughton Street and on the north side of Broughton Street for 10 metres eastwards and westwards from the intersection with John Street.

THE MOTION ON BEING PUT WAS CARRIED

TC85/10

ACTIONS

TRAFFIC COMMITTEE

TC06

SUBJECT: OLD HUME HIGHWAY / KELLOWAY AVENUE, CAMDEN -
PROPOSED NO STOPPING RESTRICTIONS
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To seek Local Traffic Committee approval for No Stopping restrictions at the intersection of Old Hume Highway and Kelloway Avenue, Camden.

BACKGROUND

It has been reported to Council that parking is occurring at the intersection of Old Hume Highway and Kelloway Avenue forcing drivers to cross the double barrier centreline. This report proposes No Stopping signage to reinforce the road rules.

MAIN REPORT

Kelloway Avenue, Camden, is approximately 7.3 metres wide in the vicinity of the intersection with Old Hume Highway. There is a double barrier centreline for a length of 24 metres from the intersection. Kelloway Avenue is also a service bus route.

The NSW Road Rules require that a minimum of 3 metres wide traffic lane is maintained at all times. Given the narrow width of Kelloway Avenue and the placement of the double barrier centreline, it is not possible to park in this vicinity and maintain a 3 metre traffic lane between the parked vehicle and the centreline. In view of the close proximity to the Camden South Public School, which generates on street parking at school pick up times, and the need to keep a clear path for service buses and other traffic, it is proposed to install No Stopping signage to give further clarity to drivers and reinforce the Road Rules.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Six new signs and four new posts are required at an approximate cost of \$400. It is proposed that this is funded from the RTA Block Grant (Traffic Facilities Component). It is envisaged that future maintenance of the signs would be funded from the RTA Block Grant.

CONCLUSION

In view of traffic conflict to be occurring on Kelloway Avenue at the intersection with Old Hume Highway, it is recommended that No Stopping signage is installed on the corners of the intersection.

RECOMMENDED

That Council approves No Stopping restrictions on the north and south sides of Kelloway Avenue for 27 metres eastwards from the intersection with Old Hume Highway and on the east side of Old Hume Highway for 28 metres northwards and ten metres southwards from the intersection with Kelloway Avenue.

ATTACHMENTS



TC06 Old Hume Highway.pdf

RESOLUTION

That Council approves No Stopping restrictions on the north and south sides of Kelloway Avenue for 27 metres eastwards from the intersection with Old Hume Highway and on the east side of Old Hume Highway for 28 metres northwards and ten metres southwards from the intersection with Kelloway Avenue.

THE MOTION ON BEING PUT WAS CARRIED

TC86/10

ACTIONS

TRAFFIC COMMITTEE

TC07

SUBJECT: WELLING DRIVE, MOUNT ANNAN - PARKING CHANGES
ADJACENT TO WANDARRAH RESERVE
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To seek approval from the Local Traffic Committee for minor parking changes on Welling Drive in the vicinity of Wandarra Reserve, Mount Annan.

BACKGROUND

Following a request by a resident, Council Officers have undertaken an investigation into parking issues associated with soccer activities in Wandarra Reserve and have identified some minor changes which are covered in this report.

MAIN REPORT

At the meeting of the Local Traffic Committee on 17 August 2010 consideration was given to minor measures to assist parking and bus stop arrangements when there is a high demand for parking during soccer activities at Wandarra Reserve. The Committee resolved:

That the matter be deferred for further consultation with the Representative for Busways.

This further consultation has now taken place. Busways is satisfied that the original recommendations are in accordance with State Transit guidelines.

It is proposed that "No Stopping" signage is placed on the corners of the intersection for 10 metres along both roads and that the Bus Zone is relocated westwards up to the proposed "No stopping" restriction as shown in **Attachment 1**. This would place the bus stop further from the soccer field and result in more flexibility for on street parking. The Bus Zone would be 18.5 metres in length with the adjacent No Stopping restriction providing space for buses to draw out. The revised configuration would result in one additional on street parking space along Welling Drive.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Three new sign posts and four new No Stopping signs are required. Two posts and signs require relocating. The total cost of installation is estimated at \$200. This would be funded from the RTA Block Grant (Traffic Facilities component) for the 2010/11 financial year.

CONCLUSION

Council has investigated traffic conditions around Wandarrah Reserve whilst soccer activities are taking place. To reduce traffic conflict and help ensure visibility is maintained, it is recommended that the Bus Zone in Welling Drive is relocated toward the intersection with Banksia Road and that "No Stopping" restrictions are placed on the corners of the intersection.

RECOMMENDED

That Council approves:

- i. "No Stopping" signage on both sides of Banksia Road for 10 metres from the intersection of Welling Drive;
- ii. "No Stopping" signage on the southern side of Welling Drive for 10 metres from the intersection of Banksia Road;
- iii. Bus Zone signage on the southern side of Welling Drive relocated to commence from the proposed "No Stopping" signage at the intersection with Banksia Road for 18.5 metres eastwards.

ATTACHMENTS



TC07 Welling Drive.pdf

RESOLUTION

That Council approves:

- i. "No Stopping" signage on both sides of Banksia Road for 10 metres from the intersection of Welling Drive;
- ii. "No Stopping" signage on the southern side of Welling Drive for 10 metres from the intersection of Banksia Road;
- iii. Bus Zone signage on the southern side of Welling Drive relocated to commence from the proposed "No Stopping" signage at the intersection with Banksia Road for 18.5 metres eastwards.

THE MOTION ON BEING PUT WAS CARRIED

TC87/10

ACTIONS

TRAFFIC COMMITTEE

TC08

SUBJECT: ARGYLE STREET - AUSTRALIA DAY 2011, SPECIAL
EVENT TRANSPORT MANAGEMENT PLAN
FROM: Director Works and Services
FILE NO:

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the annual Australia Day street parade along Argyle Street, Camden, on Wednesday 26 January 2011.

BACKGROUND

Council conducts a street parade as an annual event to celebrate Australia Day. This has occurred in the past without incident every year and has had community support on each occasion, with participation from a number of different community groups.

MAIN REPORT

Council together with the Macarthur Lions Club is facilitating the 2011 Australia Day Celebration and Street Parade. A Special Event Transport Management Plan for the street parade has been prepared together with a Traffic Control Plan (see **Attachment 1**) which reflects the successful operation of the event in previous years.

This street parade is a rolling event with Police escorts at the front and rear of the street parade. In this regard Council (as in previous years) has assessed the event as a Class 4 event under the RTA Guide to Traffic and Transport Management for Special Events.

The parade marshalling will start at 10.30 am at Onslow Park (Cawdor Road entrance). The parade will commence at 11.15 am and will travel north along Cawdor Road, then along Argyle Street, past John Street and then left into Elizabeth Street where it will conclude. Participants will then continue walking down Elizabeth Street, turning into Mitchell Street and using the footpaths to access Onslow Oval where entertainment activities will take place. The parade will be under the control of the NSW Police Department with assistance from the SES.

This year the Police have indicated to Council that crowd control barriers are not required along the kerbside. Crowd control barriers are proposed along the median strip between Hill Street and View Street to help ensure that pedestrians do not wander into the westbound carriageway which remains open to traffic.

Busways have scheduled bus services operating on the day of the event. The parade time has been set to minimise the impact on services. The start of the parade is typically triggered by the passing of the Busways service bus through the town centre.

The Special Event Transport Management Plan includes the following elements:

- (i) Temporary closure of part of Cawdor Road, Murray Street, Argyle Street, Oxley Street, John Street, Hill Street and Elizabeth Street between 11.15 am and 11.45 am. (Set up from 10.00 am and close down by 12 noon.)
- (ii) Barriers with "Road Closed" signs at the extents of all the road closures;
- (iii) Traffic marshals in place at each of the road closures (except Hill Street) and closed public car park accesses;
- (iv) Access maintained from John Street in to and out of John/Murray Streets Car Park, John/Hill Streets Car Park, the Coles carpark in Murray Street and Larkin Place Car Park;
- (v) Detour signage indicating that northeast-bound traffic should use Camden Bypass and southwest-bound traffic should use Hill Street and Broughton Street.
- (vi) Truck access is facilitated for vehicles turning from Cawdor Road into the Service Station on the corner of Cawdor Road and Broughton Street.

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. The application fee has been paid but as this is a not-for-profit community event, the Public Road event charge is not being applied.

CONCLUSION

The Australia Day Street Parade in Argyle Street is a successful event that occurs on an annual basis.

The rolling parade under Police control takes approximately 30 minutes to pass. Minor delays to traffic will be experienced due to Argyle Street being closed and detours being put in place. As with previous years, these minor delays are considered acceptable given that this day is a public holiday.

Advertising will advise the general public of the event and Council will install advanced warning signage to inform the local community of the disruptions.

RECOMMENDED

That Council, in accordance with the Roads Act 1993, gives concurrence for the Special Event Transport Management Plan and associated closure of the following roads between 10.00 am to 12.00 noon on Wednesday 26 January 2011, for the Australia Day Street Parade:

- **Cawdor Road from Barsden Street to Argyle Street;**
- **Murray Street from Argyle Street to north of the access to the John/Hill Streets car park;**
- **Argyle Street (both sides) from Cawdor Road to Hill Street;**
- **Argyle Street (north side only) from Hill Street to Elizabeth Street;**
- **Oxley Street from Argyle Street to the south of the access to the southernmost off-street parking area;**
- **Elizabeth Street from Argyle Street to Mitchell Street;**

- John Street from north of the access to the John/Hill Streets Car Park to south of the access to the Larkin Place Car Park;
- Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Car Park.

This approval is subject to the following conditions:

- The event is classified a Class 4 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4;
- Traffic management arrangements shall be implemented in accordance with the submitted Special Event Transport Management Plan and Traffic Control Plan (Drawing No. 07470A Council Amend A);
- All traffic controllers operating on public roads open to traffic shall be RTA accredited;
- The organisers providing current proof of a minimum of \$20 million Public Liability Insurance Policy;
- The organisers shall obtain NSW Police concurrence to the Special Event approval;
- The organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
- The event shall be advertised in the local newspapers a minimum of 28 days prior to the event and on street signage a minimum of seven days prior to the event;
- Businesses along the street parade route, local bus companies, emergency services (ambulance, police, fire brigade) and Camden Area Cabs be advised of the traffic management arrangements in writing by the organisers;
- Busways be permitted to operate a scheduled service bus through Camden town centre prior to the commencement of the street parade; and
- Truck access be facilitated for vehicles turning from Cawdor Road into the Service Station on the corner of Cawdor Road and Barsden Street.

ATTACHMENTS



TC08 Argyle Street 1.pdf

RESOLUTION

That Council, in accordance with the Roads Act 1993, gives concurrence for the Special Event Transport Management Plan and associated closure of the following roads between 10.00 am to 12.00 noon on Wednesday 26 January 2011, for the Australia Day Street Parade:

- Cawdor Road from Barsden Street to Argyle Street;
- Murray Street from Argyle Street to north of the access to the John/Hill Streets car park;
- Argyle Street (both sides) from Cawdor Road to Hill Street;
- Argyle Street (north side only) from Hill Street to Elizabeth Street;
- Oxley Street from Argyle Street to the south of the access to the southernmost off-street parking area;

- Elizabeth Street from Argyle Street to Mitchell Street;
- John Street from north of the access to the John/Hill Streets Car Park to south of the access to the Larkin Place Car Park;
- Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Car Park.

This approval is subject to the following conditions:

- i. The event is classified a Class 4 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 submitted Special Event Transport Management Plan and Traffic Control Plan (Drawing No. 07470A Council Amend A);
- iii. All traffic controllers operating on public roads open to traffic shall be RTA accredited; iv. The organisers providing current proof of a minimum of \$20 million Public Liability Insurance Policy;
- v. The organisers shall obtain NSW Police concurrence to the Special Event approval;
- vi. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
- vii. The event shall be advertised in the local newspapers a minimum of 28 days prior to the event and on street signage a minimum of seven days prior to the event;
- viii. Businesses along the street parade route, local bus companies, emergency services (ambulance, police, fire brigade) and Camden Area Cabs be advised of the traffic management arrangements in writing by the organisers;
- ix. Busways be permitted to operate a scheduled service bus through Camden town centre prior to the commencement of the street parade; and
- x. Truck access be facilitated for vehicles turning from Cawdor Road into the Service Station on the corner of Cawdor Road and Barsden Street.

THE MOTION ON BEING PUT WAS CARRIED

TC88/10

ACTIONS

TRAFFIC COMMITTEE

TC09

SUBJECT: LOCAL BEHAVIOURAL CAMPAINGS
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 (CRSO). 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

CRSO organised delivery of breath test machines to Camden Hotel, Crown Hotel and Mt Annan Hotel for the December / January period in order to assist reduce drink driving in the Camden LGA. Posters and coasters were also distributed to reinforce the message.

The Camden Liquor Accord also developed a poster to promote the use of safe alternative transport, cabs and designated drivers to reduce the incidence of drink driving over the Christmas period. The posters were created and delivered by the CRSO in late November and are currently being displayed at all Liquor Accord member venues.

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 Council's CRSO and are currently being distributed by Police at RBT sites.

The Eyes on the Road column appeared in the Camden Advertiser on 15 December 2010, focussing on Drink Driving. It is planned the next article in February will focus on Road Safety around schools.

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 the Camden Bypass during November and have been placed at Narellan Road in December, 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

Council's CRSO continues to support Camden Highway Patrol on relevant local programs. Press advertisements have been placed to appear in the Camden Advertiser

on 15, 22 December and 5 January to support Operation Safe Arrival.

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 Fitting and Checking Day was held on Thursday 9 December 2010. This event was fully booked out with 24 vehicles having their child restraints fitted and/or checked. The next Occupant Restraint Fitting and Checking Day will be held on Thursday 10 March 2011.

Council's CRSO is also distributing child restraint legislative information to all baby stores in the Camden LGA to ensure that the correct information is passed onto residents when they purchase child restraints.

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

The driving schools have been awarded and notified for this program. Student applications will be invited early 2011.

It should be noted that while Camden Council will continue to facilitate access by residents to this program, administration of this program is being 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 19 April 2011.

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 last Day Log Book Run event for 2010 was held on Sunday 12 December 2010. The next Log Book Run event will be held on Sunday 13 March 2011.

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. The program was rolled out at Mount Annan High School on 22 September 2010, Magdalene Catholic High School on 15 October 2010, Elizabeth Macarthur High School on 19 November 2010 and Mount Annan Christian College on 25 November 2010.

CRSO and YLO are currently investigating a practical element to the program to complement the program, which is currently predominantly theory based.

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

Resources to promote the program are being created, priced and sourced in preparation for the program launch in February 2011.

RECOMMENDED

That the report be noted.

RESOLUTION

That the report be noted.

THE MOTION ON BEING PUT WAS CARRIED

TC89/10

ACTIONS

TRAFFIC COMMITTEE

TC10

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 projects 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

TC90/10

ACTIONS

TRAFFIC COMMITTEE

TC11

SUBJECT: DELEGATED AUTHORITY ITEMS FOR RATIFICATION - LARKIN PLACE / MITCHELL STREET, CAMDEN - TEMPORARY SUSPENSION OF PARKING

FROM: Director Works and Services

FILE NO:

2010/09	<u>Larkin Place / Mitchell Street, Camden - Temporary Suspension of Parking</u> That Council confirms approval for the suspension of four parking bays in Mitchell Street and nine parking bays in Larkin Place 6.00 pm on Thursday 11 November until 6.00 pm on Saturday 13 November 2010 to facilitate delivery of fairground equipment to St Paul's School.	Approved
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No objections were raised to the proposed recommendations.

PURPOSE OF REPORT

To seek Local Traffic Committee approval for the suspension of parking bays in Larkin Place and Mitchell Street, Camden, for 48 hours to facilitate the movement of heavy vehicles supplying fairground equipment.

BACKGROUND

St Paul's School has made a request to Council to suspend parking bays at the entrances to the school on Mitchell Street and Larkin Place so that heavy vehicles can deliver fairground equipment to the school for the annual Fete.

MAIN REPORT

Council has been given details about the St Paul's School Fete in Camden on Saturday 13 November 2010. The fete does not warrant a Special Event Transport Management Plan as the impact on the public road network is manageable without additional traffic control. However, the school has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours to facilitate the movement of heavy vehicles supplying fairground equipment.

It is proposed that the bays will be blocked off using barricades from 6.00 pm on

Thursday 11th November until 6.00 pm on Saturday 13th November 2010. This includes four angle parking bays on Mitchell Street (two on either side of the school entrance) which are unrestricted. It also includes nine parking spaces by the school entrance in Larkin Place which operate with No Stopping restrictions during school hours.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial implications to Council.

CONCLUSION

The relevant documentation has been supplied to Council for the temporary suspension of parking around St Paul's School, Camden, to facilitate the movement of heavy vehicles supplying fairground equipment.

RECOMMENDED

That Council confirms approval for the suspension of four parking bays in Mitchell Street and nine parking bays in Larkin Place 6.00 pm on Thursday 11 November until 6.00 pm on Saturday 13 November 2010 to facilitate delivery of fairground equipment to St Paul's School.

RESOLUTION

That Council confirms approval for the suspension of four parking bays in Mitchell Street and nine parking bays in Larkin Place 6.00 pm on Thursday 11 November until 6.00 pm on Saturday 13 November 2010 to facilitate delivery of fairground equipment to St Paul's School.

THE MOTION ON BEING PUT WAS CARRIED

TC91/10

ACTIONS

TRAFFIC COMMITTEE

TC12

SUBJECT: DELEGATED AUTHORITY ITEMS FOR RATIFICATION - ORAN PARK DRIVE, HARRINGTON PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH MERGE LANES

FROM: Director Works and Services

FILE NO:

2010/10	<u>Oran Park Drive, Harrington Park - Signage, Linemarking and Devices associated with merge lanes</u> That Council confirms approval for signage, linemarking and devices associated with merging lanes on Oran Park Drive, Harrington Park, as detailed on Dwg No. L01538.COBBITTY Issue 06.	Approved
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No objections were raised to the proposed recommendations.

PURPOSE OF REPORT

To seek Local Traffic Committee approval for the signs, lines and devices associated with merging lanes on Oran Park Drive, Harrington Park.

BACKGROUND

Plans have been submitted to Council showing proposed arrangements for merging lanes on Oran Park Drive, westwards of the intersection with Camden Valley Way.

MAIN REPORT

A revised road layout plan (Dwg No. L01538.COBBITTY Issue 06) of Oran Park Drive (formerly Cobbitty Road), west of the intersection with Camden Valley Way, has been submitted to Council by Brown Consulting on behalf of Harpak Developments for consideration by the Local Traffic Committee. The purpose of the proposed works is to tie the existing road into the new intersection layout at Camden Valley Way, as an interim measure.

Oran Park Drive commences at the intersection with Camden Valley Way as dual carriageway road. It then merges into a single carriageway with one lane in each direction. The overall transition length from two lanes to one is 270 metres. A U-turning facility has been incorporated into the design.

It is noted that Oran Park Drive is to be reconstructed as a dual carriageway along its entire length in due course.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The signs, linemarking and devices will be installed by the applicant, at its cost.

CONCLUSION

A plan indicating signs, lines and devices has been submitted to Council detailing an interim design for merging lanes on Oran Park Drive, facilitating a suitable connection to the new intersection layout at Camden Valley Way.

RECOMMENDED

That Council confirms approval for signage, linemarking and devices associated with merging lanes on Oran Park Drive, Harrington Park, as detailed on Dwg No. L01538.COBBITTY Issue 06.

ATTACHMENTS



TC12 Oran Park Drive.pdf

RESOLUTION

That Council confirms approval for signage, linemarking and devices associated with merging lanes on Oran Park Drive, Harrington Park, as detailed on Dwg No. L01538.COBBITTY Issue 06.

THE MOTION ON BEING PUT WAS CARRIED

TC92/10

ACTIONS

TRAFFIC COMMITTEE

TC13

SUBJECT: DELEGATED AUTHORITY ITEMS FOR RATIFICATION - WALER CRESCENT & BLUETT DRIVE, SMEATON GRANGE - INLINE SKATING RACES, SPECIAL EVENT TRANSPORT MANAGEMENT PLAN AND ROAD CLOSURE

FROM: Director Works and Services

FILE NO:

2010/11	<p><u>Waler Crescent & Bluett Drive, Smeaton Grange - Inline Skating Races, Special Event Transport Management Plan and Road Closure</u></p> <p>That Council confirms concurrence for the closure of Waler Crescent and Bluett Drive, north-east of the intersection with Anderson Road only, and the associated Traffic Management Plan, for the operation of inline skating races by Skate Australia on Sunday 23 January 2011, subject to the following conditions:</p> <ol style="list-style-type: none">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 implemented in accordance with the approved Traffic Management Plan;iii. Traffic controllers operating on public roads shall be RTA accredited;iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;v. The organisers obtaining NSW Police concurrence to the Special Event Approval;vi. The organisers maintaining access for emergency vehicles and visitors to businesses along the closed
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	<p>sections of road at all times, as required;</p> <p>vii. Operations associated with the races, including road closures, set up and pack up shall only take place between 6.30 am and 11.30 am;</p> <p>viii. The organisers advising the occupiers along the closed sections of road of the traffic management operations, in writing at least one month before the event.</p>	
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PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the temporary closure of Waler Crescent and Bluett Drive (north-east of Anderson Road only), Smeaton Grange, for the operation of inline skating races by Skate Australia.

BACKGROUND

Macarthur Collegians Cycle Club has successfully operated Sunday cycle races in Waler Crescent and Bluett Drive over recent years. The Cycle Club have a current approval in place which holds until November 2011. Because the cycle races are not scheduled to take place in January, Skate Australia has applied to Council to close the roads in the same format on 23 January 2011 to conduct inline skating races.

MAIN REPORT

Skate Australia is seeking a Class 2 Special Event approval for the periodic closure of Waler Crescent and part of Bluett Drive. The purpose of the closure is to conduct inline skating races. The races are proposed to take place on Sunday 23 January 2011. Event parking is proposed in Anderson Road and Bluett Drive.

A Special Event Transport Management Plan has been received by Council (see **Attachment 1**). It includes the following elements:

- (i) Closure of Waler Crescent and Bluett Drive, north-east of Anderson Road only, Smeaton Grange, to conduct skate races on these roads on Sundays from 6:30 am to 11:30 am.
- (ii) A barrier and "Road Closed" Sign and traffic marshal placed on Bluett Drive south-west of the intersection with Waler Crescent.
- (iii) Advance warning signs placed on Bluett Drive and Anderson Road.

Council has written to the occupiers of four business premises which have been built in the area of the proposed closures in relation to identical arrangements for the cycle races (including during January 2011) asking for comments (No. 35 Bluett Drive and Nos. 8, 9 and 14 Waler Crescent. No responses have been received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulates a charge of \$87.00 for Special Event

Transport Management Plan applications, which has been paid. Council also has a charge of \$1,378.00 for Public Road Events. However, because the Skate Australia is a non-for-profit organisation, it is proposed that Council waives this fee in this instance.

CONCLUSION

It is considered that the traffic management arrangements received from the applicant will allow the organisers of these events to conduct the proposed skate races under sterile conditions, ensuring maximum safety for participants and the general public. It is recommended that the Committee gives concurrence to this event.

RECOMMENDED

That Council confirms concurrence for the closure of Waler Crescent and Bluett Drive, north-east of the intersection with Anderson Road only, and the associated Traffic Management Plan, for the operation of inline skating races by Skate Australia on Sunday 23 January 2011, 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 implemented in accordance with the approved Traffic Management Plan;**
- iii. Traffic controllers operating on public roads shall be RTA accredited;**
- iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;**
- v. The organisers obtaining NSW Police concurrence to the Special Event Approval;**
- vi. The organisers maintaining access for emergency vehicles and visitors to businesses along the closed sections of road at all times, as required;**
- vii. Operations associated with the races, including road closures, set up and pack up shall only take place between 6.30 am and 11.30 am;**
- viii. The organisers advising the occupiers along the closed sections of road of the traffic management operations, in writing at least one month before the event.**

ATTACHMENTS



TC13 Waler Crescent.pdf

RESOLUTION

That Council confirms concurrence for the closure of Waler Crescent and Bluett Drive, north-east of the intersection with Anderson Road only, and the associated Traffic Management Plan, for the operation of inline skating races by Skate Australia on Sunday 23 January 2011, 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 implemented in accordance with the approved**

- Traffic Management Plan;
- iii. Traffic controllers operating on public roads shall be RTA accredited;
 - iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;
 - v. The organisers obtaining NSW Police concurrence to the Special Event Approval;
 - vi. The organisers maintaining access for emergency vehicles and visitors to businesses along the closed sections of road at all times, as required;
 - vii. Operations associated with the races, including road closures, set up and pack up shall only take place between 6.30 am and 11.30 am;
 - viii. The organisers advising the occupiers along the closed sections of road of the traffic management operations, in writing at least one month before the event.

THE MOTION ON BEING PUT WAS CARRIED

TC93/10

ACTIONS

TRAFFIC COMMITTEE

TC14

SUBJECT: DELEGATED AUTHORITY ITEMS FOR RATIFICATION - MITCHELL STREET, CAMDEN - TEMPORARY SUSPENSION OF PARKING BAYS / BUS ZONE

FROM: Director Works and Services

FILE NO:

2010/12	<u>Mitchell Street, Camden - Temporary Suspension of Parking Bays / Bus Zone</u> That Council confirms approval for the suspension of parking bays and school hours Bus Zone on the north side of Mitchell Street between Oxley Street and John Street, from 8 December to 21 December 2010, to facilitate electrical works to be undertaken in the road reserve.	Approved
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No objections were raised to the proposed recommendations.

PURPOSE OF REPORT

To seek Local Traffic Committee approval for the suspension of parking bays in Mitchell Street, Camden, for two weeks to facilitate utility works required to be undertaken in the road reserve.

BACKGROUND

Power Serve Pty Ltd has made a request to Council to suspend parking bays on the north side of Mitchell Street between Oxley Street and John Street to undertake electrical works.

MAIN REPORT

Council has received a Public Road Activity application from Power Serve Pty Ltd for electrical works to be undertaken in the road reserve in Mitchell Street, associated with the Camden Pool redevelopment. The works involve the installation of a new substation (pole mounted) which will require trucks, an excavator and a cherry picker on site.

The applicant has requested permission to utilise the 60 degree angle parking bays along Mitchell Street between Oxley Street and John Street, adjacent to Camden

Public School, to undertake the works. These bays are unrestricted except during school times when they operate as a Bus Zone.

A Traffic Control Plan (Dwg No. TCP 0026) is shown in **Attachment 1** and indicates that pedestrians will be escorted around the work site by traffic control if required and that 20 metres of parking will be retained as a temporary bus stop.

The works are expected to commence 8 December (pending approval) and finish 21 December 2010. As school holidays commence 15 December it is anticipated that after that date, the works would have minimal impact upon the operation of the school Bus Zone.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial implications to Council.

CONCLUSION

The relevant documentation has been supplied to Council for the temporary suspension of parking bays in Mitchell Street, Camden, to facilitate utility works in the road reserve.

RECOMMENDED

That Council confirms approval for the suspension of parking bays and school hours Bus Zone on the north side of Mitchell Street between Oxley Street and John Street, from 8 December to 21 December 2010, to facilitate electrical works to be undertaken in the road reserve.

ATTACHMENTS



TC14 Mitchell Street.pdf

RESOLUTION

That Council confirms approval for the suspension of parking bays and school hours Bus Zone on the north side of Mitchell Street between Oxley Street and John Street, from 8 December to 21 December 2010, to facilitate electrical works to be undertaken in the road reserve.

THE MOTION ON BEING PUT WAS CARRIED

TC94/10

ACTIONS

TRAFFIC COMMITTEE

TC15

SUBJECT: LATE ITEM - RABY ROAD, CATHERINE FIELD - SIGNAGE,
LINEMARKING AND DEVICES ASSOCIATED WITH A NEW
ROUNABOUT

FROM: Director Works and Services

FILE NO:

PURPOSE OF REPORT

To seek Local Traffic Committee approval for the signs, lines and devices associated with a new roundabout on Raby Road, Catherine Field.

BACKGROUND

Council has given Development Consent for a new entrance road to access the recently rezoned Camden Lakeside property within the Central Hills precinct. This report gives details of proposed signs, lines and devices associated with a new roundabout on Raby Road.

MAIN REPORT

Development Consent for the construction and public dedication of a new entrance road into Camden Lakeside, Catherine Fields, including a new roundabout to be constructed within the existing Raby Road reserve, was granted by Council on 14 December 2010 (DA 967/2010).

One of the Conditions of Consent for the development gives the following requirements:

The roundabout must be designed to the following parameters:

- *The design is to be in accordance with the AUSTRROADS Guide to Road Design.*
- *The design is to accommodate a B-Double travelling through the roundabout along Raby Road (whilst Raby Road is not currently a B-Double route it could become one in the future).*
- *The design is to accommodate 14.5 metre bus entering and exiting the site at the roundabout.*
- *The vehicle swept paths are 500 mm clear of physical objects such as splitter islands and 300 mm clear of other painted objects (edge lines, chevrons etc.).*

Concept plans showing all signage and line marking must be submitted to and approved by the Local Traffic Committee prior to the issue of a Construction Certificate.

Attachment 1 shows the indicative signage and linemarking plan (Dwg No. Sheet_013) and turning paths plan (Dwg No. Sheet_025) submitted by the applicant. The turning paths plan indicates that the splitter islands and central island of the roundabout are satisfactory to fulfil the requirements of the Consent Condition.

The signage and linemarking plan indicates warning and regulatory signage associated with the roundabout. The measures are broadly in accordance with Australian Standard AS 1742.2. However, it is noted that the roundabout advance warning signs on Raby Road are on the carriageway and should be relocated to the verge. There will be no residential or commercial premises in the vicinity of the roundabout in the foreseeable future. No Stopping signage is therefore not considered essential in this location. The roundabout Give Way signs (R1-3B) should be installed on the left hand kerb sides adjacent to the Give Way lines. KEEP LEFT signs should be located with a minimum of 300 mm clearance from median kerbs. All signage should be size B, due to the 80 km/hr speed limit on Raby Road.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The signs, linemarking and devices will be installed by the applicant, at its cost, in accordance with the Development Consent. It is envisaged that the long term maintenance would be funded through the RTA Block Grant (Traffic Facilities).

CONCLUSION

Following the submission of a signage plan for a new access road from Raby Road to Camden Lakeside, Catherine Fields, it is recommended that the signage, linemarking and devices associated with the roundabout are supported by the Committee with some amendments.

RECOMMENDED

That Council approves the roundabout layout and associated signs, lines and devices (Dwg No. Sheet _013) at the intersection of Raby Road and the new access road to Camden Lakeside, subject to the installation and cost being borne by the applicant and the following amendments:

- i. roundabout advance warning (W2-7B) signs on Raby Road are relocated to the verge;**
- ii. No Stopping signage is not included;**
- iii. roundabout Give Way signs (R1-3B) are relocated to the left hand kerb sides adjacent to the Give Way lines;**
- iv. KEEP LEFT signs (R2-3B (L)) are located with a minimum of 300 mm clearance from median island kerbs; and**
- v. all signage is sign size B.**

ATTACHMENTS



TC15 Raby Road.pdf

RESOLUTION

That Council approves the roundabout layout and associated signs, lines and devices (Dwg No. Sheet _013) at the intersection of Raby Road and the new access road to Camden Lakeside, subject to the installation and cost being borne by the applicant and the following amendments:

- i. roundabout advance warning (W2-7B) signs on Raby Road are relocated to the verge;
- ii. No Stopping signage is not included;
- iii. roundabout Give Way signs (R1-3B) are relocated to the left hand kerb sides adjacent to the Give Way lines;
- iv. KEEP LEFT signs (R2-3B (L)) are located with a minimum of 300 mm clearance from median island kerbs; and
- v. all signage is sign size B.

THE MOTION ON BEING PUT WAS CARRIED

TC95/10

ACTIONS