

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

30 August 2012

LOCAL TRAFFIC COMMITTEE

Traffic matters related to the functions delegated to councils under the *Transport Administration Act 1988*.

Minutes Summary

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LOCAL TRAFFIC COMMITTEE MINUTES

Traffic matters related to the functions delegated to Councils under the *Transport Administration Act 1988*.

Minutes of the Local Traffic Committee held on 30 August 2012

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigations - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representatives of Member for Macquarie Fields

Mr R James

2. APOLOGIES

Nil

An Acknowledgement of Land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 2 August 2012 were adopted by Council at its meeting held on 28 August 2012.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 12/46 Cordeaux Street, Campbelltown - St Peters School bus zone

Previous Report: TC.87/03, TC.125/03
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Site sketch showing existing parking outside St Peters Anglican Church
2. Site sketch showing proposed changes to parking restrictions Cordeaux Street.

Background (30/8/2012)

Council has been requested to review the parking restrictions in Cordeaux Street, Campbelltown, outside St Peter Anglican Church in order to free up additional parking.

On the eastbound approach to the Church there are 10 1P (business hours) parking spaces adjacent to Mawson Park followed by a combination of 70m of bus parking and No Stopping restriction on the approach to the roundabout with Carberry Lane followed by No Stopping from Carberry Lane to the traffic signals with Moore Oxley Bypass.

The current restrictions are due to a combination of several matters including bus parking for tourist coaches, a bus zone for St Peters Anglican School, the provision of an internal road through the school, additional driveways to service the forecourt of the church, traffic lanes at both the roundabout and signals.

Council Officers have discussed the matter with Busways and St Peter's Church and has the following recommendations:

1. Transfer the coach parking to the opposite side of the road by converting the 37.5m 'Bus Zone' on the westbound departure of Carberry Lane (adjacent to Campbelltown RSL) to 'NO Parking Buses Excepted'. Thus this space can be used as a bus stop, area for bus drivers' service breaks and for parking coaches.
2. Convert the existing 20m 'No Parking, All Other Times Buses Excepted', on the school side as a school Bus Zone with the hours 8am to 4pm school days. This will allow unrestricted parking for 3 cars outside the school period.
3. Convert the initial 20m of the 50m No Stopping zone on the departure of the above school Bus Zone as No Stopping School Days 8am to 4pm. This will leave approximately 30m of No Stopping on the approach to the roundabout, which is required because of the narrowing of the carriageway into the roundabout. The part time No Stopping restriction is required due to the school's 'kiss and ride' facility just inside the church grounds and sight lines for parents exiting the departure driveway.

The above amendments will provide 5 additional parking spaces outside school hours, which can be utilised by the Church and the general public.

Officer's Recommendation

That subject to the support of St Peters Anglican School and Church community the parking restrictions in Cordeaux Street, Campbelltown, as described in the body of the report, be amended.

Discussion (30/8/2012)

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of Local Traffic Committee

That subject to the support of St Peters Anglican School and Church community the parking restrictions in Cordeaux Street, Campbelltown, as described in the body of the report, be amended.

LTC 12/47 Broughton Street, Campbelltown - Street parking

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Location sketch plan showing existing parking arrangements Broughton Street
2. Location aerial site plan Broughton Street showing proposed parking restrictions

Background (30/8/2012)

In order to increase parking availability in the Campbelltown CBD, Council Officers has found an opportunity to provide additional on street parking in Broughton Street from Howe Street to Queen Street.

Presently, Broughton Street has two lanes marked in the westbound direction from Howe Street to Queen Street, which are not required at this point in time for traffic capacity. Broughton Street has only westbound lane operating from Moore Oxley Bypass to Howe Street and the level of service is considered good.

Council Officers have consulted Busways Bus Service and suggested that the length of bus zone can be reduced from 60m to 20m for the occasional bus return service to which Busways have no objection.

It is proposed to reduce the bus zone in Broughton Street to 20m and provide two sections of 2P parking restrictions, 44.5m and 34.5m respectively (from Howe Street to Appey Lane), on each side of the driveway entrance to the Broughton Street South Parking area. The 2P parking matches the similar restriction on the opposite side of the road (94.5m) and spaces within the car park.

The introduction of the 2P parking will create a further 13 car spaces.

The 2P parking restriction will be made 8am to 6pm, Monday to Friday, and 8am to 1pm Saturdays. During the sign upgrade the time restrictions on the 2P signs on the opposite side of the road will also be upgraded to Council's adopted period parking times.

The changes to parking will also require No Stopping restrictions on the kerb return at Howe Street intersection, 10m approach and 6m departure side of the driveway to the car park and 50m on the approach to the traffic signals at Queen Street, on the departure of the bus zone described above.

Officer's Recommendation

1. That Council reduce the length of bus zone and provide 2P parking restrictions in Broughton Street, from Howe Street to Appey Lane as described in the body of the report.
2. That Council amend the 2P parking restriction in Broughton Street in the eastbound direction to Council's adopted period parking times.

Discussion (30/8/2012)

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of Local Traffic Committee

1. That Council reduce the length of bus zone and provide 2P parking restrictions in Broughton Street, from Howe Street to Appey Lane as described in the body of the report.
2. That Council amend the 2P parking restriction in Broughton Street in the eastbound direction to Council's adopted period parking times.

LTC 12/48 Eagle Vale Drive, Eagle Vale - Raby Road to Gould Road

Previous Report: Nil
Electorate: Camden
Author Location: Traffic and Road Design Unit

Attachments

Sheet C108 A Plan 12371, Linemarking Plan, Eagle Vale Drive

Background (30/8/2012)

Council is undertaking the upgrade of Eagle Vale Drive having recently reconstructed the section between Gould Road and Epping Forest Drive. In continuing with the Eagle Vale Drive widening to four lanes, Project plans have been prepared for the section of works between Raby Road and Gould Road. Plan 12371 showing the proposed linemarking is presented to the Committee for its endorsement.

The proposed works connects the splitter islands of the two roundabouts of Raby Road and Gould Road transforming a two lane two way road into a four lane median divided road. It will consist of 4.0m wide kerb lanes (Lane 1) and 3.5m wide lanes at the median (Lane 2) separated by 600mm median. The road will now incorporate kerb and gutter and footpath works on the northbound alignment. Generally, the merge lines at the transition sections of the roundabouts will now be removed and replaced with solid lane lines L3 separating traffic as they enter and exit the roundabouts. The two lanes will be divided by L1 lines. The existing No Stopping restrictions between the two roundabouts will be relocated behind the new kerb.

It is recommended that Sheet No: C108 A of Plan 12371 showing linemarking details of Stage 1 Eagle Vale Drive road widening is approved.

Officer's Recommendation

That the linemarking details of Sheet C108 A Plan 12371 for Eagle Vale Drive between Raby Road and Gould Road be approved.

Discussion (30/8/2012)

The Manager Technical Services advised that the upgrade of Eagle Vale Drive is part of Council's Capital Works Program for 2012 to turn Eagle Vale Drive to Gould Road into two lanes in both directions.

The Committee discussed the matter and supported the recommendation as presented.

Recommendation

That the linemarking details of Sheet C108 A Plan 12371 for Eagle Vale Drive between Raby Road and Gould Road be approved.

LTC 12/49 Minto Road and Ohlfsen Road, Minto - Intersection treatment

Previous Report: TC. 70/89
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Aerial Location Plan showing existing intersection condition
2. Traffic Control amendment proposal intersection Minto Road and Ohlfsen Road

Background (30/8/2012)

The Roads and Maritime Services in their annual review of traffic sites on classified roads has identified the intersection of Minto Road (State Road) and Ohlfsen Road (Local Road) as having an accident history warranting further assessment by Council as the accidents involve traffic manoeuvring from Local road network to State Road network.

In a five year period ending 2010 there were 6 accidents at this intersection all involving drivers making a right turn manoeuvre from Ohlfsen Road into Minto Road colliding with vehicles travelling westbound in Minto Road. Three of the six accidents resulted in injuries.

Council Officers have investigated the site and observed that the existing Give Way holding line for motorists leaving Ohlfsen Road is located approximately 2.4 m from the nose of median in Ohlfsen Road. The setback of the holding line may be of significant distance for motorists to find a gap across the intersection.

RMS has suggested to Council through correspondence dated 13th July 2012 that the following changes can be done to improve the intersection and to which Council Officers do agree;

1. Extend the existing concrete median in Ohlfsen Road approximately 1.2m further into the intersection
2. Give way holding line be replaced with a stop holding line and repositioned at the nose of proposed concrete median.
3. Solid lane line dividing left turn lane and through lane eastbound on Minto Road.
4. A stop sign be provided in the nose of existing median and replace all the Give Way signs to Stop signs at the approach to the intersection at Ohlfsen Road.

It is recommended that the suggestion given by Roads and Maritime Services be adopted which would improve the traffic flow and possible reduction in the accidents at the intersection of Ohlfsen Road and Minto Road.

Officer's Recommendation

That Council approve the intersection treatment as recommended in the body of the report.

Discussion (30/8/2012)

The Manager Technical Services advised of concerns regarding sight distance at the intersection of Minto Road and Ohlfen Road, Minto. The Roads and Maritime Services have suggested a number of changes to improve the intersection as described in the body of the report.

The Interline representative requested that the bus stop at this location be also completed at the same time as the works.

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of Local Traffic Committee

That Council approve the intersection treatment as recommended in the body of the report.

LTC 12/50 Valley Road, Campbelltown - Extension of No Parking Zone

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Location Plan

Background (30/8/2012)

Council has received a request from a resident to consider extending the 'No Parking Zone' in Valley Road at the entrance to the Campbelltown East Public School. The purpose of the extension is to provide a safer set down area for parents to drop off their school children. The current 'No Standing Zone' is 16 metres. After investigation of the site and discussions with the School Principal, Council officers suggested the following actions:

1. Extend the length of the existing 'No Parking Zone' from 16m to 35m.
2. As the location is a high pedestrian access area, Council consider constructing a footpath from the school access gate to the eastern car park entry and this action be included in Council's annual footpath program.

The recommendations endorsed by the Local Traffic Committee remain the same.

It is suggested that the signposting proposal as indicated in the attached plan be approved.

Officer's Recommendation

1. That Council undertake extending the 'No Parking Zone' from 16m to 35m as per the attached plan.
2. That Council consider the construction of footpath in its future footpath program.

Discussion (30/8/2012)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That Council undertake extending the 'No Parking Zone' from 16m to 35m as per the attached plan.
2. That Council consider the construction of footpath in its future footpath program.

LTC 12/51 Anzac Lane, Campbelltown - Temporary reinstatement of Loading Zone

Previous Report: LTC 07/22, LTC. 07/15
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Sketch location plan showing previous parking restrictions surrounding Anzac Lane
2. Sketch location plan showing proposed parking restrictions in Anzac Lane

Background (30/8/2012)

During 2007 Council carried out a series of parking restriction changes, some of which were temporary in nature, which were required to assist with the redevelopment of 2 Lithgow Street, Campbelltown (Old RSL site).

Since 2007 the development of the Old RSL site has stalled with the ownership of the property changing hands. Informal discussions with Council Officers indicate that the development on this property will continue to its completion at a future date. Council has yet to receive formal application/notification of these works.

Since the temporary closure of the development site Council has been requested to reinstate the previous loading zone (ref. amended sketch plan J12010) in Anzac Lane with the view of servicing Queen Street properties off Anzac Lane. In the past few years deliveries to businesses have been via the loading zones in Queen Street and the temporary Truck Zone in Lithgow Street. The loading zone in Anzac Lane was temporarily replaced by No Parking restrictions on the western kerb with No Stopping on the eastern kerb.

It is recommended to the Committee that:

1. The Loading Zone be reinstated with modified 24 hour restrictions (15 minutes 9am-5.30pm Mon-Fri and 9am-12noon Saturday). This is to be temporarily reinstated in Anzac Lane subject to a 6 month review and/or pending recommencement of works on the development site.
2. The temporary Truck Zone in Lithgow Street on the approach to Anzac Lane remain due to the fact that Anzac Lane is approximately 4.75m in width and cannot cater for two, side by side 2.5m wide delivery vehicles.

The Committee is reminded that the parking restrictions in Anzac Lane will be reviewed in respect to the turning path requirements into the car parks of the completed development.

Officer's Recommendation

1. That Council temporarily reinstate the Loading Zone in Anzac Lane and associated parking amendments as described in the body of the report.
2. That Council advise local businesses that the reinstatement of the Loading Zone in Anzac Lane is a temporary measure and will be regularly reviewed especially after the completion of the development at 2 Lithgow Street.

Discussion (30/8/2012)

The Manager Technical Services advised that the loading zone will be temporarily relocated and businesses will be advised that a review will be undertaken at a later stage.

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That Council temporarily reinstate the Loading Zone in Anzac Lane and associated parking amendments as described in the body of the report.
2. That Council advise local businesses that the reinstatement of the Loading Zone in Anzac Lane is a temporary measure and will be regularly reviewed especially after the completion of the development at 2 Lithgow Street.

LTC 12/52 Lancaster Street, Ingleburn - Parking restrictions in association with development

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Location plan showing development site 4-6 Lancaster Street, Ingleburn
2. Submitted plan showing proposed parking restrictions
3. Aerial sketch showing extent of proposed No Parking

Background (30/8/2012)

In accordance with a Condition of Consent a Developer has forwarded a sign posting plan for Council's consideration showing proposed parking restrictions at 4-6 Lancaster Street, Development Application 2462/2011/DA-I.

The Development, which will be an unmanned 24 hour self-serve diesel service station, will be catering for heavy vehicles with predicted composition of 10% B-Doubles, 50% semi-trailers and 40% heavy rigid vehicles (and others). In examining the traffic generation of a comparable Caltex Diesel Fuel Facility at Hexham in the months of September and October 2001, it is believed that the peak activity is between 11am and 3pm and the maximum recorded frequency of 9.5 vehicles per hour, while the 85 percentile frequency of 6.8 visits per hour.

While a number of concerns on the development have been identified in the Conditions of Consent a major concern is the turning path movements in and out of the site. The movements will require the kerb side areas to allow for B-Doubles to sweep around.

In relation to the development and reviewing the submitted plan it is recommended to:

1. Confirm the No Parking restriction on the northbound side of Lancaster Street from 9m approach to the common boundary of No. 8/6 extending to 12m on the departure side of the new adjusted boundary (and driveway) a length of approximately 60m, and
2. Adjust the required No Parking restriction on the southbound side of the road from a point 10m on the approach of the southern driveway of No. 3 Lancaster Street extending to a similar chainage as the restriction in the northbound side: a length of approximately 65m.

Officer's Recommendation

That the applicant associated with development DA 2462/2011 be advised that No Parking restrictions as described in the body of the report be installed in Lancaster Street, Ingleburn.

Discussion (30/8/2012)

The Committee discussed the matter and supported the recommendations as presented.

Recommendations of Local Traffic Committee

That the applicant associated with development DA 2462/2011 be advised that No Parking restrictions as described in the body of the report be installed in Lancaster Street, Ingleburn.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 12/53 Narellan Road - Speed Limit Reduction

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Discussion (30/8/2012)

The Manager Technical Services advised that the speed limit from Blaxland Road heading towards Narellan Road has been reduced to 60kph as RMS are concerned that queuing at this intersection is causing a number of traffic issues during the ongoing works. VMS boards are being used to advise motorists.

Works are in progress and it is anticipated that in May/June 2013 there will be a major upgrade to the intersection of the freeway at Narellan Road. Phasing of lights will be relatively short and these works will take approximately one year.

The Busways representative advised that in relation to the 40kph school zone, as from the first day of the new term there will be no 40kph and buses will be going into Mount Annan Christian School.

The Manager Technical Services advised that the Committee will be updated on the future works.

Recommendation of Local Traffic Committee

That the information be noted.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.20am.

G Greiss
CHAIRPERSON