

# ATTACHMENT 1



## LOCAL TRAFFIC COMMITTEE MINUTES

**5 September 2013**

### 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 5 September 2013**

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#### **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 Investigation – Mr F Sirc  
Administrative Assistant – Mrs S Dower

##### **Roads and Maritime Services**

Mr J Suprain

##### **Bus Companies**

Busways – Mr S Grady  
Interline – Mr B East

#### **2. APOLOGIES**

Representative of member for Macquarie Fields – Mr R James  
Police Representatives – Senior Sergeant R Cutler  
Police Representatives – Senior Sergeant M Cotton

An acknowledgement of land was performed by the Chairperson

#### **3. CONFIRMATION OF MINUTES**

The minutes of the previous meeting held 8 August 2013 were recommended by the City Works Committee on 3 September 2013 and adopted by Council at its meeting on 10 September 2013.

#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

## 5. REPORTS LISTED FOR CONSIDERATION

### LTC 13/26                      Fields Road Macquarie Fields - part road reconstruction

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

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### Attachments

Plan 12480 Sheet 10; Fields Road sign posting and line marking plan

### Background (5/9/2013)

Council is presently commencing partial road reconstruction of a section of Fields Road between Macquarie Road and Henderson Road, Macquarie Fields. As part of these works angle parking is to be provided along part of Fields Road. This section of road services a major recreational/school precinct of Macquarie Fields; the Macquarie Fields Leisure Centre, Macquarie Road Triathlon Track, the Macquarie Fields Indoor Sports Centre, the Bob Prenter Reserve/ Monarch Oval (AFL sports ground and athletics field), the Ingleburn Tennis Club and Macquarie Fields Primary School.

The works as shown on the attached sign posting and line marking plan, Sheet 10 Plan 12480 involves:

- Shoulder and kerb and gutter reconstruction on the western kerb between Henderson Road and the entrance into the Swimming Centre
- The provision of kerb island extensions for a safe pedestrian crossing point
- Extension to the keep left island into the Swimming centre
- Provision of two 3.5m wide through traffic lanes
- Line marking and sign posting for 60 degree rear to kerb on-street parking: 78 parking spaces. It provides an increase of approximately 42 spaces.
- Provision of a 1.9m space between the E1 edge line and parking bays.

Due to the high pedestrian movement associated with the school and recreational facilities it is proposed that the existing 60km/h speed limit for Fields Road between Henderson Road and Macquarie Road be reduced to 40km/h High Pedestrian Activity area. It is recommended that Council forward an application to the Roads and Maritime Services to consider the reduced speed zone for the High Pedestrian Activity.

### Officer's Recommendation

1. That Council undertake the installation of signs and line markings on Fields Road, Macquarie Fields as described by Council's Plan 12480 Sheet 10 with the exception of the speed zone signs.

2. That Council forward an application to the Roads and Maritime Services for a Speed Zone Authorisation for a 40km/h High Pedestrian Activity zone on Fields Road, between Henderson Road and Macquarie Road.

### **Discussion (5/9/13)**

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

### **Recommendation of Local Traffic Committee**

1. That Council undertake the installation of signs and line markings on Fields Road, Macquarie Fields as described by Council's Plan 12480 Sheet 10 with the exception of the speed zone signs.
2. That Council forward an application to the Roads and Maritime Services for a Speed Zone Authorisation for a 40km/h High Pedestrian Activity zone on Fields Road, between Henderson Road and Macquarie Road.



**LTC 13/27                      Parkside Crescent Campbelltown Traffic and pedestrian management Improvements**

Previous Report:            CTC 08/72  
Electorate:                    Wollondilly  
Author Location:            Traffic and Road Design Unit

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**Attachments**

Plan 12414 Overall concept plan showing proposed improvements, location of additional car parks and pedestrian links.

**Background (8/8/2013)**

Following many concerns raised by the public and briefings to Council a programme of works has been identified to improve parking, as well as pedestrian and traffic issues in Parkside Crescent, Campbelltown. Park Central has a high concentration of seniors living and medical facilities (including two hospitals) as well as a regional park. The precinct also hosts a number of restaurants and businesses. All these activities have expected growth into the future. It has become increasingly important to improve pedestrian and traffic movements in this precinct.

Resulting from all this activity there is a high pedestrian volume with a high level of restricted mobility persons. Pedestrians are required to cross Parkside Crescent to access both the park and parking areas. Council's current proposal will provide an additional 137 spaces to the area and will therefore result in an increase of pedestrian activity within the street.

Currently there are no formal crossing points in Parkside Crescent. Due to the curve of Parkside Crescent the sight distance is restricted which further increases the safety risk to pedestrians. As a part of Council's proposal it is intended to provide a high pedestrian 40 km/h zone in Parkside Crescent from Centennial Drive through to Central Road and also a high pedestrian zone along the full length of Hyde Parade.

The proposed works as indicated in Plan 12414 includes a wider carriageway, increased parking as well as pedestrian and traffic management in Parkside Crescent. The area on the frontage of the private hospital will have parking restrictions allowing for different transport modes for pick up and drop off.

Council has had numerous requests for a safe crossing point in Parkside Crescent, in particular, in the section of road between the hospitals and Marsden Park. There is a strong pedestrian desire line across the road approximately 45 metres south of Hyde Parade where the road narrows and pedestrian links are in place. This site is frequently visited by local elderly residents from the local retirement complexes, patients accessing the hospital, and infirm patients of the hospital undertaking rehabilitation recovery in the park. Many of these pedestrians have difficulty walking and taking significant time to cross the road (estimate walking speed of 0.5m/s). The second major crossing point is at a location about 210 metres south of Hyde Parade. This location will experience additional growth in pedestrian numbers due to the redevelopment of the public hospital. This crossing site is at the location adjacent

to the proposed Acute Health Services Building. Both crossing sites are located at key pedestrian links through Marsden Park. Under the guidelines for pedestrian crossings these locations fall under the special warrant due to the high percentage of aged and physically impaired pedestrians. Current survey indicates a pedestrian (P) movement of 180, vehicle (V) movement of 360 resulting in a PV factor > 60,000.

It is recommended that the proposed pedestrian crossings and 40 km/h High Pedestrian Zone as described above be approved and that Council make application to the Roads and Maritime Services to have the speed reduction considered and that the plans be prepared and brought back to the Committee showing sign posting and line marking details.

### **Officer's Recommendation**

1. That Council approve the provision of two pedestrian crossings in Parkside Crescent as detailed in the report.
2. That detailed plans be prepared for the crossings and reported back to the Committee.
3. That Council forward an application to the Roads and Maritime Services for a Speed Zone Authorisation for a 40 km/h High Pedestrian Activity zone on Parkside Crescent from Centennial Drive to Central Road and full length of Hyde Parade.

### **Discussion (5/9/2013)**

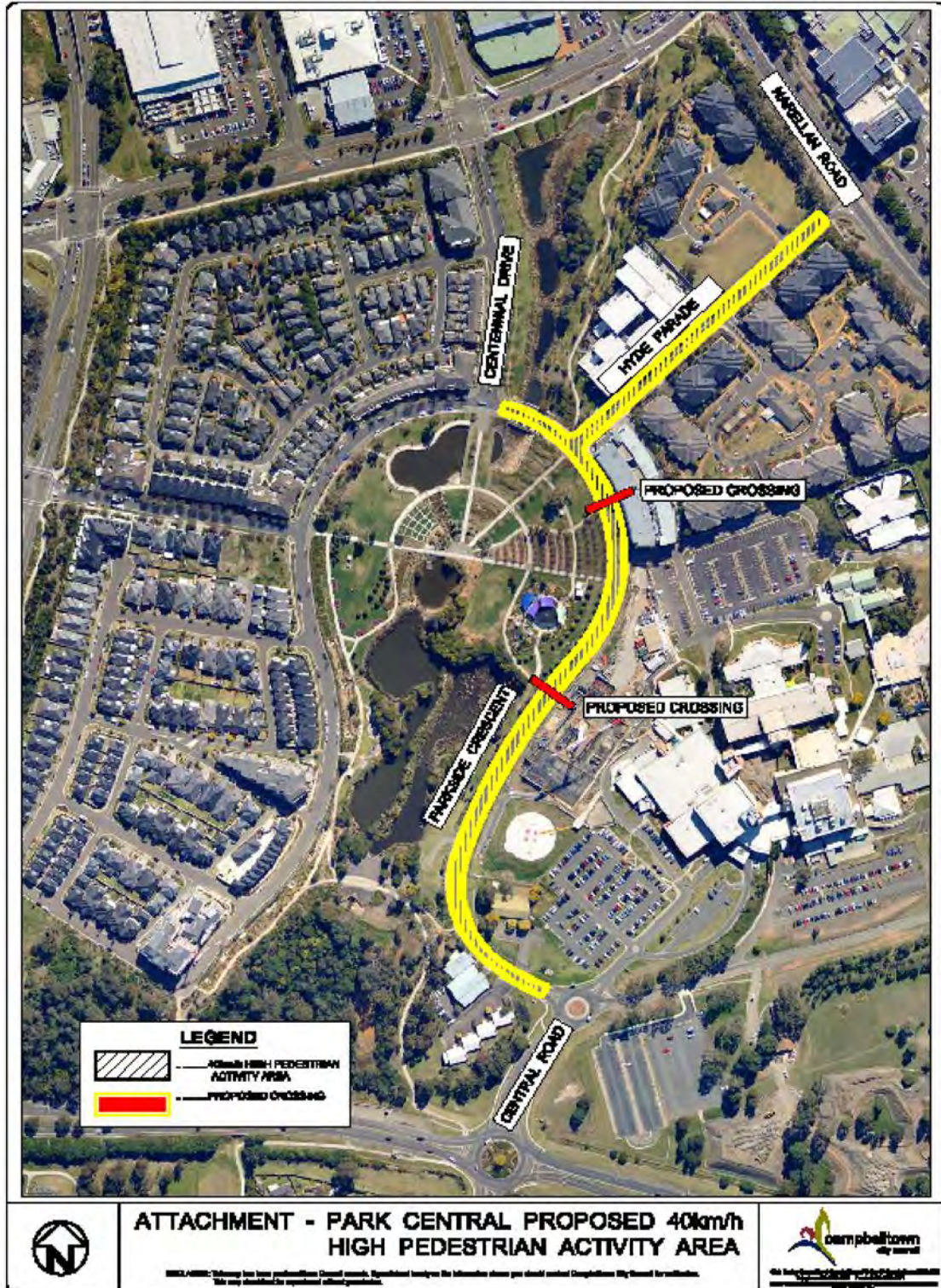
The Committee discussed the matter and supported the recommendations as presented.

### **Recommendation of Local Traffic Committee**

1. That Council approve the provision of two pedestrian crossings in Parkside Crescent as detailed in the report.
2. That detailed plans be prepared for the crossings and reported back to the Committee.
3. That Council forward an application to the Roads and Maritime Services for a Speed Zone Authorisation for a 40 km/h High Pedestrian Activity zone on Parkside Crescent from Centennial Drive to Central Road and full length of Hyde Parade.



# ATTACHMENT 1



**LTC 13/28**

**Blomfield Road Denham Court - Review of No Stopping restrictions**

Previous Report: LTC 06/01, CTC 06/16

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

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**Attachments**

1. Aerial location sketch plan
2. Sketch plan showing existing parking restrictions
3. Previous TC reports: LTC 06/01, CTC 06/16
4. Site observation photographs
5. Proposed parking restrictions southern nature strip

**Background (5/9/2013)**

Council Officers have been requested to review the No Stopping restrictions installed in Blomfield Road, Denham Court.

In 2006 Council installed No Stopping restrictions at the frontage of the Childcare Centre as per Condition 15(c) determined by the Land and Environment Court of New South Wales. The signs were approved under the Traffic Committee's Delegation of Approval. The existing No Stopping signs, 7am to 9am and 4pm to 6pm, Monday to Friday, encompass the frontage of the development on both sides of the road.

Council has received numerous requests since 2006 advising of parking infringements constantly occurring outside the Child Care centre. Council Officers have regularly inspected and patrolled the site often not finding any offences. In response Council officers installed a CCTV camera earlier in 2013 examining the driving and parking behaviour over a week at the Centre. No irregularities were found during this period of footage.

The complainant has previously forwarded photographic evidence of illegal parking; contrary to the parking restriction signs and nature strip parking. On one Christmas function occasion photographs show on street parking across the nature strip on both sides of Blomfield Road extending from Campbelltown Road to beyond the crest approximately 110 metres east of Campbelltown Road.

The above mentioned breach is an exception to the general rule (from observations). The Child Care centre accommodates 25 formal parking spaces for staff and clients. It is claimed that when on street parking occurs it blocks sight distance for the safe access from the residents property especially with the position of the crest. The road is a sealed road without kerb and gutter and is aesthetically a rural design.

There are three major concerns regarding on-street parking management:

1. The remoteness of Blomfield Road in regards to constant compliance tasking

2. The definition of the road, road shoulder and nature strip area. The road (carriageway) is approximately 7.4 wide with two nature strips (each side of the road) of approximately 6 and 6.5m wide. There does not appear to be a road shoulder.
3. The on-street parking makes it more difficult to see vehicles coming over the crest.

In general placing additional parking restrictions in Blomfield Road will remove a loss of local amenity; however, placing parking restrictions on the south side of the road will improve sight distance for properties numbers 2 and 4 Blomfield Road.

It is recommended to remove the part time No Stopping signs and provide a full time No Parking restriction for the full frontage of No. 2 Blomfield Road, with the signs placed up to 2.5m east of the property boundary of 2 and 4 Blomfield Road. This proposal will prevent parking on the southern nature strip.

It is also recommended to consult with the adjoining residents regarding the parking restrictions. Pending on the degree of consultation minor amendments to the proposed changes in parking restrictions will be determined through the Committee's Delegation of Authority.

### **Officer's Recommendation**

1. That Council consult with residents of Number 1, 2, 3, 4 and 5 Blomfield Road, Denham Court in regards to the proposed amendments to parking restrictions in Blomfield Road.
2. Further report to be presented to the Traffic Committee of the outcome of the resident consultation.

### **Discussion (5/9/2013)**

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

### **Recommendation of Local Traffic Committee**

1. That Council consult with residents of Number 1, 2, 3, 4 and 5 Blomfield Road, Denham Court in regards to the proposed amendments to parking restrictions in Blomfield Road.
2. Further report to be presented to the Traffic Committee of the outcome of the resident consultation.

# ATTACHMENT 1





# ATTACHMENT 3

Local Traffic Committee Meeting 13 April 2006

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## **LTC.06/01                      Blomfield Road, Denham Court - Parking restrictions**

Previous Report:            LTC. 06/01

Electorate:                      Macquarie Fields

Author Location:            Traffic Investigation Section

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### **Attachments**

Nil

### **Discussion (13/04/06)**

The Manager Technical Services advised that Court approval has been given to the Pre School development subject to conditions of the Land and Environment Court of New South Wales. The Committee addressed a report LTC. 06/01 at its meeting of 16 February 2006 regarding the need to provide a weekday AM and PM peak "no right turn" restriction for vehicles attempting to access Campbelltown Road from Blomfield Road.

In accordance with Condition 15(c) the Developer has asked Council to approve the location of No Stopping parking restrictions.

Condition 15(c) states, "No stopping" restriction signs for the period 7am-9am and 4pm-6pm Monday to Friday shall be provided at the cost of the applicant and erected on both sides of Blomfield Road to prevent on-street parking for the width of the property. Details of sign locations shall be provided with the Construction Certificate and erected prior to operation".

The Committee was shown site photographs of Blomfield Road via an overhead projector. The Committee also viewed an aerial map showing where signposting is being considered.

Council's Team Leader Traffic Investigations informed the Committee that liaison has taken place with the opposite neighbour who expresses concern with the potential of on-street parking being generated by the pre-school beyond the extent of the proposed restriction on her frontage. The Committee suggested that parking restrictions be applied initially to the width of the development as per Conditions of Development and that a further review be undertaken upon the operation of the Pre School.

Council staff will be forwarding an application for Delegation of Approval on the signposting to the Committee members following the meeting.

The Committee expressed concern with the status of approval on the reconstruction of the intersection of Campbelltown Road and Blomfield Road as per Condition 19. The Roads and Traffic Authority Committee representative was unaware of any plans being submitted at this site and will follow up on the status of advice to Council. Site photos also revealed trip hazards and inconsistency with drainage lines on the nature strip and edge of shoulder. Council will require restoration of work to be made in the public road area before written consent is given by Council.

### **Recommendation of Local Traffic Committee**

That the information be noted.

# ATTACHMENT 3

Campbelltown Traffic Committee Meeting 8 June 2006

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CTC.06/16 Blomfield Road, Denham Court - No Right Turn Community Consultation

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## 5. REPORTS LISTED FOR CONSIDERATION

### **CTC.06/16 Blomfield Road, Denham Court - No Right Turn Community Consultation**

Previous Report: LTC 06/01  
Electorate: Macquarie Fields  
Author Location: Traffic and Road Design Unit

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#### **Attachments**

1. Copy of previous minute of 16 February 2006.
2. Copies of comments from local residents and the Liverpool Council.
3. Accident Details.
4. Accident Collision Diagram.

#### **Background (08/06/06)**

In September 2005, the Land and Environment Court of New South Wales granted development consent for a childcare centre at 1 Blomfield Road, Denham Court. According to development consent condition 15 Council's Local Traffic Committee is to make a decision on whether to approve the provision of AM and PM 'No Right Turn' restrictions at the Blomfield Road and Campbelltown Road intersection.

The Traffic Committee at its meeting of 16 February 2006 considered a report and recommended Council prepare a Traffic Management Plan for submission to the Roads and Traffic Authority and to undertake community consultation with residents of Blomfield and Liverpool Council. Council at its meeting of 14 March 2006 adopted the Traffic Committee recommendations and requested that a further report be presented to Council after community consultation, and all the residents of Blomfield Street be notified of Council's decision in relation to this matter (refer Attachment - 1).

In April 2006, Council invited comments from the Blomfield Road residents and property owners. In May 2006, Council officers were also present on site to answer traffic related concerns. Council received seven written comments from the local community and Liverpool Council. Copies of comments from local residents and Liverpool Council are given in the Attachment - 2.

All of the six submissions received from the local residents opposed the AM and PM 'No Right Turn' restrictions in Blomfield Road, Denham Court. Their reasons of opposing the 'No Right Turn' restrictions are;

1. A 'U' turn at the Denham Court Road roundabout would be dangerous due to its design limitations with motorists not expecting vehicles performing 'U' turns.
2. Vehicles turning left from Blomfield Road will compete with right turning vehicles from the service station across the street. This will increase rear end collisions in Campbelltown Road involving Blomfield Road residents.

# ATTACHMENT 3

3. As the proposed childcare centre has removed trees along its boundary with Campbelltown Road there is no protection for motorist from the morning and the afternoon sun and this may cause an increase in accidents at the intersection.
4. Increased traffic turning into Blomfield Road will cause traffic congestion in Campbelltown Road.

Suggestions received from residents included;

1. the provision of traffic signals or a roundabout.
2. reducing the speed limit in Campbelltown Road from 70 km/h to 60km/h with a provision of 40 km/h speed limited in the vicinity of the intersection.
3. considering alternative access from Campbelltown Road.

During the consultation meeting residents have also asked Council to consider;

4. undertaking a road safety audit at the Denham Court roundabout.
5. the provision of Stop sign posting in Blomfield Road at the Campbelltown Road intersection.
6. that the vehicles waiting to turn right do not obstruct vehicles wanting to left turn at the intersection by widening the intersection.

## Accident History

According to the Roads and Traffic Authority's accident database from January 1996 to June 2005, 16 accidents have happened in Campbelltown Road between Denham Court and Blomfield Road, Denham Court. Nine accidents happened at the Denham Court roundabout, two at the Blomfield Road intersection and remaining five in the mid-block section between Denham Court Road and Blomfield Road. Accident details are given in the Attachment - 2

Nine of the sixteen accidents are rear end collisions involving southbound vehicles and only four collisions resulted in injuries. Three rear end collisions involved right turning vehicles into the service station and only one tow-away accident involved a left turning vehicle into Blomfield Road. Three of the four loss-of-control accidents involved southbound traffic and in only one accident a vehicle lost control while negotiating the roundabout. Two head-on collisions happened at the north side of the roundabout involving northbound vehicles. None of the accidents at the roundabout involved vehicles approaching from Denham Court Road. A collision diagram is indicated in the Attachment - 3.

In the proposed AM and PM 'No Right Turn' restrictions in Blomfield Road, five accidents happened in the morning period (7-10am) and four in the afternoon period (3-6pm).

In view of the resident consultation, it is suggested not to support the right turn ban but to further monitor traffic behaviour once the centre is operations and to review the suggestions made by the residents

## Discussion (08/06/06)

The Manager Technical Services advised the Committee of the Land and Environment Court of New South Wales Development consent for a child care centre at 1 Blomfield Road, Denham Court.

In preparation of a Traffic Management Plan for forwarding to the RTA, Council invited comments from the Blomfield Road residents and property owners. The consultation also included a site meeting at Blomfield Road to answer traffic related concerns about the proposal.



# ATTACHMENT 3

Campbelltown Traffic Committee Meeting 8 June 2006

Page 6

CTC.06/16 Blomfield Road, Denham Court - No Right Turn Community Consultation

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A number of written comments from the local community and Liverpool Council were received opposing the 'No Right Turn' restrictions.

Four residents of Blomfield Road also addressed the meeting with their concerns and suggestions.

Following consultation and discussions it was agreed not to support the right turn ban at this stage and to further monitor traffic behaviour once the child care centre is operational.

The residents were reminded that due to increased traffic generation by the Pre-school it is likely to have a number of vehicles queuing to turn right as a result of high traffic volumes on Campbelltown Road. This queuing is likely to prevent other motorists turning left due to Blomfield Road being so narrow.

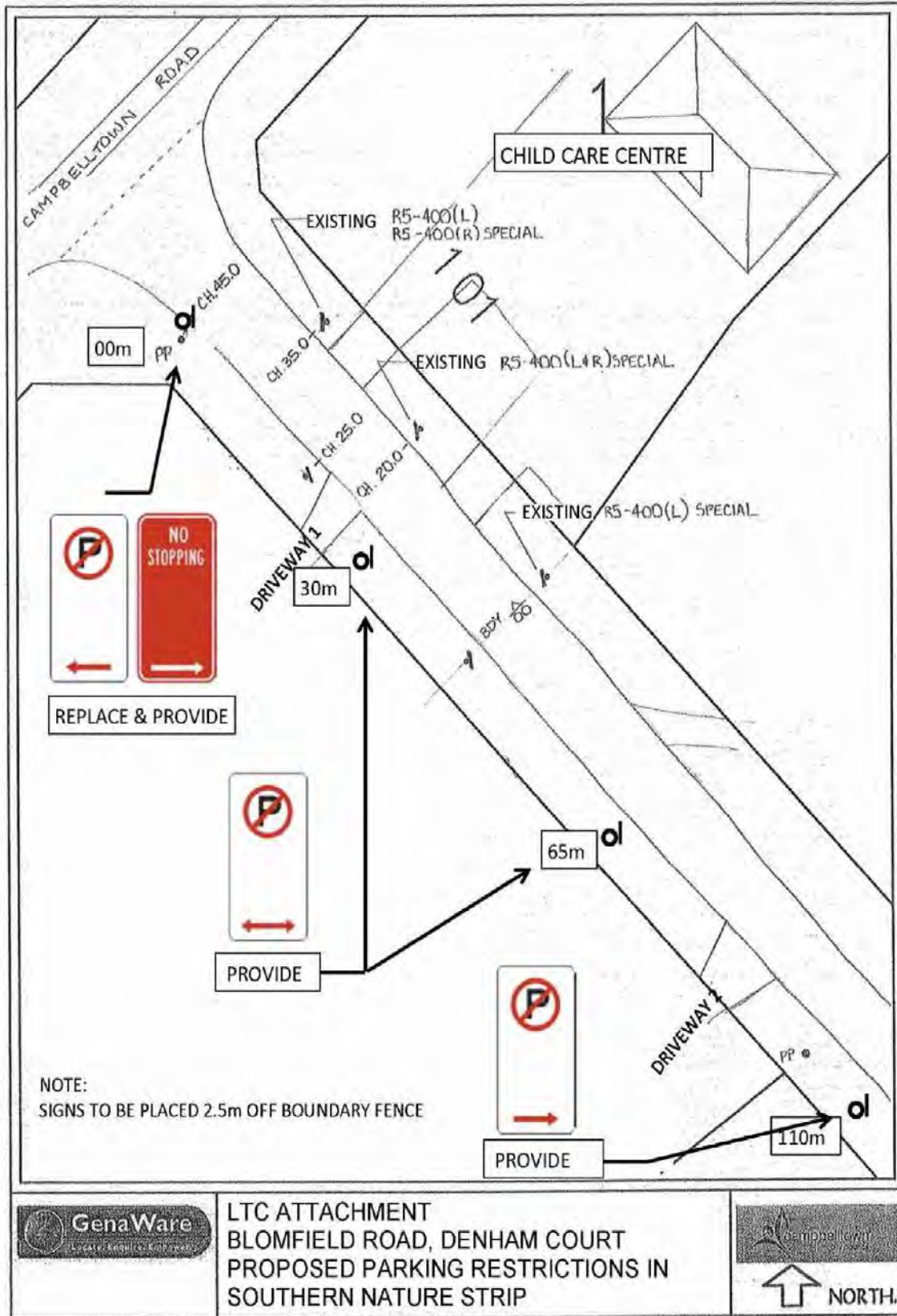
## **Recommendation of Campbelltown Traffic Committee**

1. That Council not support the 'No Right turn' ban out of Blomfield Road and the situation be monitored with the view of reporting back to the Traffic Committee six months following the opening of the child care centre.
2. That Council write to the developer of the Child Care Centre advising of its decision.
3. That Council inform the residents of Blomfield Road of its decision.

# ATTACHMENT 4



# ATTACHMENT 5



## **6. LATE ITEMS**

**No reports this round**

## **7. GENERAL BUSINESS**

### **LTC 13/29            Ingleburn Gardens Drive and Campbelltown Road Road Safety**

Previous Report:        Nil  
Electorate:             Macquarie Fields  
Author Location:        Traffic and Road Design Section

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### **Attachments**

Nil

### **Background (05/09/2013)**

The manager of Technical Services advised of correspondence received from Mr Andrew McDonald of 19 Hollyoake Cct, Ingleburn Gardens, Bardia requesting further traffic measures be undertaken at the intersection of Ingleburn Gardens Drive and Campbelltown Road, Bardia. The resident has been advised that the matter was discussed at the traffic committee and has been forwarded to Roads and Maritime Services for further consideration.

### **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 10.00am

G Greiss  
CHAIRPERSON

## **ATTACHMENT 2**



## **CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES**

**5 September 2013**

### **CAMPBELLTOWN TRAFFIC COMMITTEE**

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to councils by the Road and Maritime Services.

## Minutes Summary

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## **CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES**

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Maritime Services.

### **Minutes of the Campbelltown Traffic Committee held on 5 September 2013**

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#### **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 Investigation – Mr F Sirc  
Administrative Assistant – Mrs S Dower

##### **Roads and Maritime Services**

Mr J Suprain

##### **Bus Companies**

Busways – Mr S Grady  
Interline – Mr B East

#### **2. APOLOGIES**

Representative of member for Macquarie Fields – Mr R James  
Police Representatives – Senior Sergeant R Cutler  
Police Representatives – Senior Sergeant M Cotton

An acknowledgement of land was performed by the Chairperson

#### **3. CONFIRMATION OF MINUTES**

The minutes of the previous meeting held 8 August 2013 were recommended by the City Works Committee on 3 September 2013 and adopted by Council at its meeting on 10 September 2013.

#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

## 5. REPORTS LISTED FOR CONSIDERATION

### **CTC13/26                    Mount Erin Road, Campbelltown - Special Event application for Regular Cycling Races**

Previous Report:        Nil

Electorate:             Campbelltown

Author Location:      Traffic and Road Design Unit

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#### **Attachments**

1. Location sketch plan
2. Event information from Macarthur Collegians Cycling Club
3. Special Event Traffic Management Plan
4. Traffic Control Plan
5. Example of an Advance Notice Site warning sign

#### **Background (5/9/2013)**

Council is in receipt of a Special Event application from Macarthur Collegians Cycling Club to hold weekly Criterium races every Sunday on Mount Erin Road, Blair Athol. It will involve the temporary closure of Mount Erin Road for the hours of 7am-10am and extended hours 7am- 1pm for the occasional once a year 'Open Events'.

Mount Erin Road is chosen as a new course due to the isolated road loop within an industrial environment and the limited amount of traffic that is generated on Sundays. Notwithstanding, the Cycling Club has not secured continuous approval from Camden Council to run their races on the Waler Crescent and Bluett Drive circuit in Smeaton Grange due to the growth of development and industrial activities in the area. The Cycling club has been encouraged to consider alternative options.

In support of the application to hold the event in Mount Erin Road the Cycling Club has forwarded,

1. Event Information sheet
2. Special Event Traffic Management Plan (SETMP)
3. Traffic Control Plan (TCP)
4. Notice of Intention to Hold a Public Assembly form
5. Evidence of Certificate of Currency Insurance

In accordance with the Special Event requirements vehicle races organised on local roads is at minimum a Class 2 event.

Council has previously approved similar cycling events; one from Macarthur Collegians Cycling Club on Airds Road in the Minto (north) Industrial Area (Trial period in the Year



2000), and one from the Macarthur Triathlon Club in 2006/2007 resulting in periodic closure of Macquarie Road. Since then Council has developed Macquarie Road Triathlon Track, which consists of an off-road circuit that does not require the closure of Macquarie Road.

In reviewing the application for Mount Erin Road Council Officers has asked the Event Organisers for additional information such as a copy of a Race Permit from the sanctioning organisation, Cycling NSW and a copy of an independent Police approval as it is required under Section 115 of the Road Transport Act 2013.

Council Officer has also asked for supporting evidence of their consultation with the local businesses.

The main element of the proposed traffic control (refer. TCP attached) is the road closure of Mount Erin Road at its intersection with Johnson Road. The advice in the SETMP regarding access in the race meeting area:

'In the event that access is required by the non-event community our Traffic Marshals will notify the race Commissionaires who will immediately declare the race as Neutral, meaning that racing has ceased and the riders are to ride slowly around the circuit. Once Neutral conditions have been established race Commissionaires will notify our Traffic Marshals to permit entry to the circuit past the barrier boards, and also provide instruction to drivers that they are to travel in the same direction as the cyclists (anti-clockwise), and secondly that there are cyclists on the circuit....'

A number of logistic issues need to be addressed and discussed further with the applicant such as:

1. Ensuring a sterile race course and the management of existing on-street parking.
2. Recording of safety audit inspections of the race course prior to meetings.
3. Parking for participants.
4. Minor amendments to the TCP.
5. Provision and Management of Special Event Advance Notice on site sign.
6. Confirmation of community support.
7. Waste management and amenity provisions.
8. Road occupancy fees.
9. Business security.

In reviewing past Council approvals a major requirement is maintaining access needs for local businesses and property owners. Confirmations from these stakeholders are required before approval is granted and that advertising of the closures is required in the local media.

It is recommended that a further report be brought back to the Committee following further consultation with the organisers and consultation with local businesses and property owners.

### **Officer's Recommendation**

1. That the information be noted.

2. That Council write to the local property owners and businesses of Mount Erin Road seeking their comments and support for the proposed temporary closures for the holding of regular cycle races.
3. That a report be brought back to the Traffic Committee outlining responses from the local business community and consideration of conditions for the holding of the Special Event.

### **Discussion (5/9/2013)**

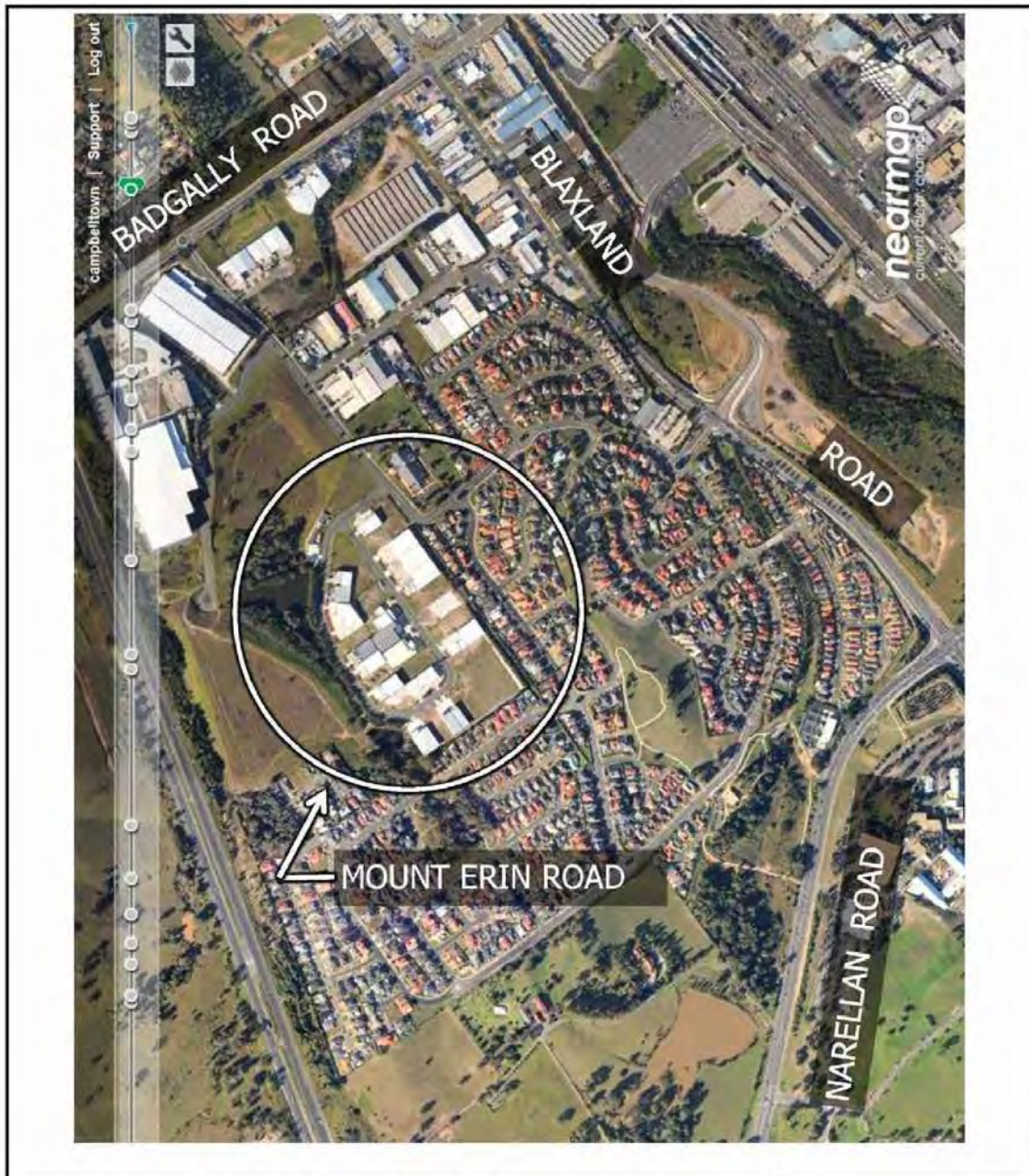
The Committee discussed the matter and supported the recommendations as presented.



### **Recommendation of Campbelltown Traffic Committee**

1. That the information be noted.
2. That Council write to the local property owners and businesses of Mount Erin Road seeking their comments and support for the proposed temporary closures for the holding of regular cycle races.
3. That a report be brought back to the Traffic Committee outlining responses from the local business community and consideration of conditions for the holding of the Special Event.

# ATTACHMENT 1

Location sketch plan



	<p>LTC ATTACHMENT PLAN LOCATION PLAN MOUNT ERIN ROAD, BLAIR ATHOL SITE OF SPECIAL EVENT ON ROAD CYCLING</p>	
<p>DESIGNED</p>	<p><i>DISCLAIMER. This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.</i></p>	<p>SKETCH PLAN No.:</p>
<p>DATE</p>		

# ATTACHMENT 2

Event information from Macarthur Collegians Cycling Club



**John Paul Lopez Taberdo**  
Vice President - Racing

Macarthur Collegians Cycling Club  
16 Sophia Place  
Blair Athol NSW 2560

Email. [racing@macarthurcycling.com](mailto:racing@macarthurcycling.com)  
Phone. 02 9724 3807 (Office Hours)  
Mobile. 0406 718 884

## Event Information

Organiser:	Macarthur Collegians Cycling Club.
Sanctioning Organisation:	Cycling Federation of NSW
Type of event:	Criterion cycle race (races that ride laps around a given circuit)
Class of event:	Class 2.
Traffic Conditions:	The race circuit shall be made sterile by the use of barrier boards and accredited traffic controllers to manage motor vehicle traffic during the events.
Day of week:	Sundays only.
Timing of events:	Signage and barrier boards shall be placed in position at 7:00 AM on race days, thus making Mt. Erin Road sterile to all motor vehicle traffic at this time.  Cyclists will be permitted to warm up on the circuit from 7:00 till 7:30 AM.  Racing will commence at 7:30 AM and be completed by 9:30 AM.  By 10:00 AM traffic flow will be returned to normal with all barrier boards and signage removed.
Special Annual Event:	Once per year the club holds an Open Event. The date of which is generally in either March or April, but not finalized until early each year. On this once per year occasion the application for approval is requested till 1:00 PM.
Dates of events:	Sunday 6 October 2013 Sunday 13 October 2013 Sunday 20 October 2013 Sunday 27 October 2013  Sunday 3 November 2013 Sunday 10 November 2013 Sunday 17 November 2013 Sunday 24 November 2013  Sunday 1 December 2013 Sunday 8 December 2013

## ATTACHMENT 2

Sunday 15 December 2013  
Sunday 22 December 2013

Sunday 2 February 2014  
Sunday 9 February 2014  
Sunday 16 February 2014  
Sunday 23 February 2014

Sunday 2 March 2014  
Sunday 9 March 2014  
Sunday 16 March 2014  
Sunday 23 March 2014  
Sunday 30 March 2014

Sunday 6 April 2014

Traffic Control Plan:	See attached TCP detailing; <ul style="list-style-type: none"><li>- the bicycle route,</li><li>- placement &amp; details of signage,</li><li>- placement of barrier boards,</li><li>- placement of Traffic Marshall,</li><li>- Traffic Marshall to wear an approved high visibility safety vest.</li></ul>
First Aid:	A certified First Aider with a fully equipped first aid kit shall be present at all events.
Number of riders:	Generally between 30 and 80.
Age of riders:	The average age of rider is estimated to be 25 years of age; however due to the safe nature of this course any age will be permitted to ride.
Parking:	Event parking will be permitted in Erin Road & Johnson Road Blair Athol. Event motor vehicles will not be permitted to park on the bicycle-racing route.
Waste disposal:	A waste bin shall be provided, and at the completion of each event, the site will be inspected and cleaned of all rubbish.

# ATTACHMENT 3

## Special Event Traffic Management Plan



**John Paul Lopez Taberdo**  
Vice President - Racing

Macarthur Collegians Cycling Club  
16 Sophia Place  
Blair Athol NSW 2560

Email: [racing@macarthurcycling.com](mailto:racing@macarthurcycling.com)  
Phone: 02 9724 3807 (Office Hours)  
Mobile: 0406 718 884

## Special Event Transport Management Plan

### 1 EVENT DETAILS

#### 1.1 Event summary

Event Name: **Critierium Cycle races**

Event Location: **Blair Athol Industrial Estate**

Event Date: **Sundays**      Event Start Time: **7:30am**

Event Finish Time: **9:30am**      Event Setup Start Time: **7:00–7:30am**

Event Pack down: **9:30–10:00am**      Final Finish Time: **10am**

Event is: **on-street non-moving; held occasionally throughout the year**

#### 1.2 Contact names

Event Organiser: **John Paul Lopez Taberdo**  
**Macarthur Collegians Cycling Club Inc.**

Phone: **02 9724 3807**      Mobile: **0406 718 884**  
E-mail: **[racing@macarthurcycling.com](mailto:racing@macarthurcycling.com)**

Event Management Company (if applicable): **N.A.**

Phone:..... Fax:.....

Mobile:..... E-mail:.....

Police:

Phone:..... Fax:.....

Mobile:..... E-mail:.....

Council: **Kevin Lynch**

Phone: **02 4645 4000**      Fax: **02 4654 4111**

Mobile:..... E-mail: **[council@campbelltown.nsw.gov.au](mailto:council@campbelltown.nsw.gov.au)**

Roads & Traffic Authority (if Class 1): **N.A.**

# ATTACHMENT 3

## 1.3 Brief description of the event

The Blair Athol criterium cycle races will be held under sterile traffic conditions providing the opportunity for the community to participate in the sport of cycling in a safe manner, whilst being considerate to the needs and views of the general public.

## 2 RISK MANAGEMENT - TRAFFIC

CLASS 1 CLASS 2 CLASS 3	<b>2.1 Occupational Health &amp; Safety - Traffic Control</b>
	Risk assessment plan (or plans) attached – see included Traffic Control Plan.
	<b>2.2 Public Liability Insurance</b>
	Public liability insurance arranged. Certificate of currency included.
	<b>2.3 Police</b>
	Police written approval obtained – currently being sought through Traffic Committee.
	<b>2.4 Fire Brigades and Ambulance</b>
	Fire brigades notified – to be notified upon receipt of approval Ambulance notified – to be notified upon receipt of approval

## 3 TRAFFIC AND TRANSPORT MANAGEMENT

CLASS 1 CLASS 2 CLASS 3	<b>3.1 The route or location</b>
	Map attached – see included Traffic Control Plan
	<b>3.2 Parking</b>
	Parking organised – Mt. Erin Road & Johnson Street Blair Athol.
	<b>3.3 Construction, traffic calming and traffic generating developments</b>
	There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	<b>3.4 Trusts, authorities or Government enterprises</b>
	This event does not use a facility managed by a trust, authority or enterprise.
	<b>3.5 Impact on/of Public transport</b>
	Public transport not impacted or will not impact event

# ATTACHMENT 3



## 3.6 Reopening roads after moving events

This is a non-moving event.

## 3.7 Traffic management requirements unique to this event

There are no unique traffic requirements for this event.

## 3.8 Contingency plans

Races will not proceed if inclement weather or threat to public safety.



## 3.9 Heavy vehicle impacts

Does not impact heavy vehicles.

## 3.10 Special event clearways

Special event clearways not required.

## 4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES



### 4.1 Access for local residents, businesses, hospitals and emergency vehicles

Plans to minimise impact on non-event community – the non-event community will have access to the Mt. Erin Road circuit via the marshal as shown on the Traffic Control Plan attached. In the event that access is required by the non event community our Traffic Marshals will notify the race Commissaires who will immediately declare the race as Neutral, meaning that racing has ceased and the riders are to ride slowly around the circuit. Once Neutral conditions have been established race Commissaires will notify our Traffic Marshals to permit entry to the circuit past the barrier boards, and also provide instruction to the drivers that firstly they are to travel in the same direction as the cyclists (anti-clockwise), and secondly that there are cyclists on the circuit. Note; this method of managing non event traffic has worked safely and effectively for many years with little inconvenience to non-event traffic.

### 4.2 Advertise traffic management arrangements

Road closures or restrictions will be advertised in local media as required in the conditions of approval from Council and/or NSW Police.

### 4.3 Special event warning signs

This event does not require special event warning signs

### 4.4 Permanent Variable Message Signs



# ATTACHMENT 3

This event does not use permanent Variable Message Signs

## 4.5 Portable Variable Message Signs

This event does not use portable VMS.

## 5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

## 6 APPROVAL

TMP Approved by: **John Paul Lopez Taberdo, Vice President Racing**  
(Event Organiser) Date **18 June 2013**

## 7 AUTHORISATION TO \*REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... Council  
.....Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

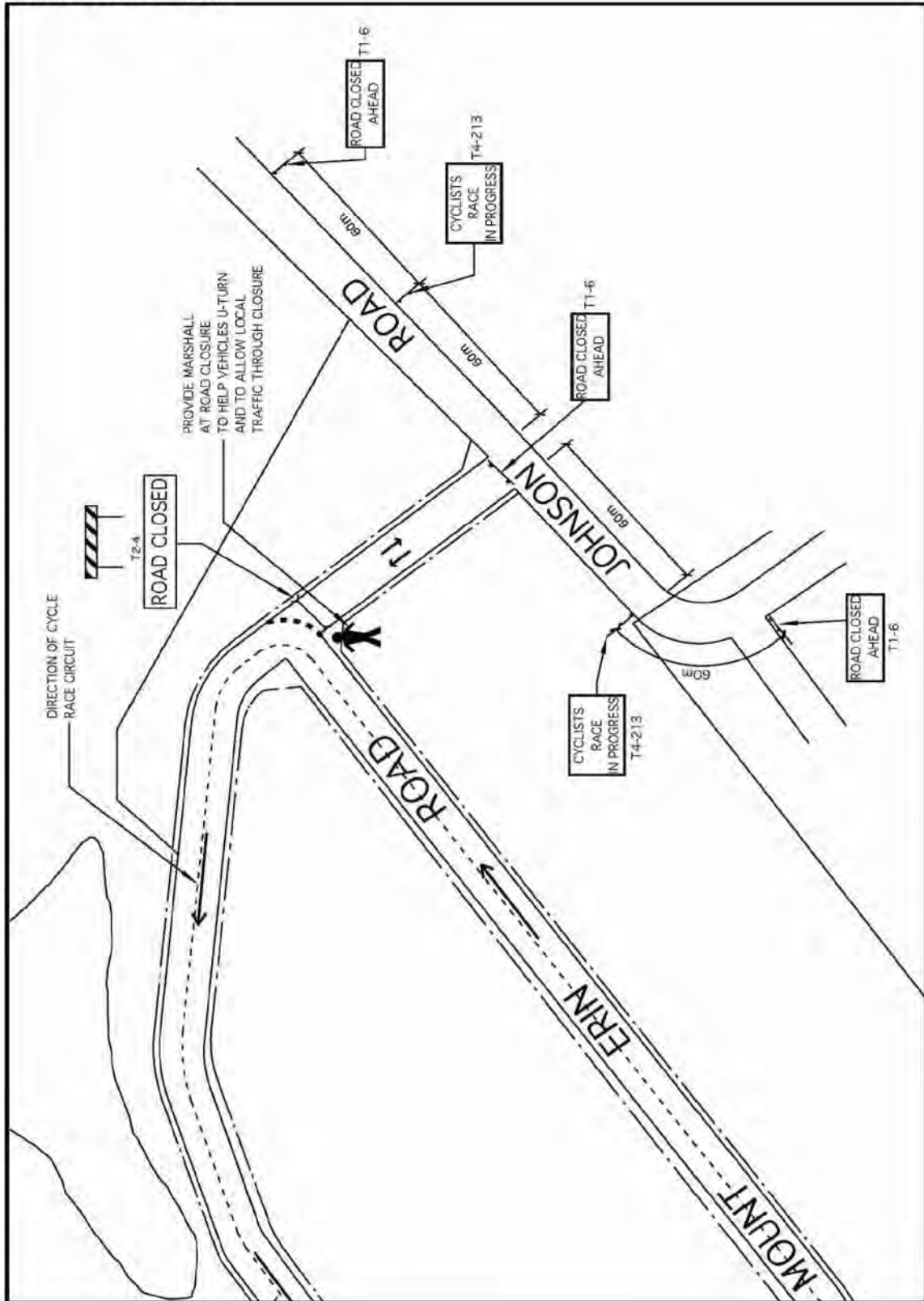
Regulation of traffic authorised by: ..... RTA  
.....Date

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.



# ATTACHMENT 4

## Traffic Control Plan



## ATTACHMENT 5

Example of an Advance Notice Site warning sign



**CTC 13/27**

## **National Heavy Vehicle Law Report**

Previous Report: Nil

Electorate: All Electorates

Author Location: Traffic and Road Design Unit

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### **Attachments**

Nil

### **Background (5/9/2013)**

In May 2013 the Council of Australian Governments Standing Council on Transport and Infrastructure (SCOTI) announce the commencement of the new Heavy Vehicle National Law (HVNL) from 1 September 2013. The National Heavy Vehicle Regulator (NHVR) has been established to administer the new law and will be the single point of contact throughout Australia for all Heavy Vehicle (HV) access permit applications via the national contact centre and national Access Management Systems (AMS).

The NHVR is Australia's first national, independent regulator for all vehicles over 4.5 tonnes gross vehicle mass and has been charged with managing heavy vehicle regulatory regime.

It is noted with a recent newsletter update that the NHVR has advised Australia's transport Ministers that the introduction this law needs to be moved from 1 September to 1 October 2013 subject to the testing of NHVR's IT systems and processes.

The NHVR will provide operators of certain types of heavy vehicles (restricted access vehicle) a mass or dimension authority to use public roads.

The NVHR may only grant a mass or dimension authority if

- (a) It is satisfied that the user of HV on a road will not pose a significant risk to public safety
- (b) Each relevant road manager has consented to the grant.
- (c) The HHVR is satisfied that all other consents required by local legislation have been obtained or given.

Under the HVNL a road manager (Councils in case of local roads in Local Government Areas) cannot grant a mass or dimension authority. Instead a road manager is responsible for deciding whether to consent to the use of restricted access on its roads. A road manager is to determine if vehicle access can cause any damage to road infrastructure, impose any adverse effects on the community, noise and significant risk to public safety, and compatibility with road infrastructure to traffic conditions.

A road manager will have 28 days to respond to a request from NHVR in evaluating the use of a restricted access vehicle on its roads. An extension can be sought from NHVR to a period of up to 6 months subject to conditions. If the road manager decides to refuse access or impose road and travel conditions a written statement of explanation is required.

The NHVR is developing Ministerial Guidelines for consideration and approval by Transport Ministers. Once approved guidelines will provide guidance to both NHVR and road managers to best manage access on roads.

### **Officer's Recommendation**

That the information be noted.

### **Discussion (5/9/2013)**

The Committee discussed the matter and requested that a further update be provided to the committee.

### **Recommendation of Campbelltown Traffic Committee**

1. That the information be noted.
2. Further report be provided to Campbelltown Traffic Committee once more information on the scheme is available.