



Local Traffic Committee Business Paper

Committee Meeting
20 June 2017

**Council Office
70 Central Avenue
Oran Park**



LOCAL TRAFFIC COMMITTEE
20 June 2017

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 20 June 2017, commencing at at Council Office, 70 Central Avenue, Oran Park.

Local Traffic Committee members are issued with a full set of business papers of proposed items with supportive information where required. Site inspections are recommended to help minimize the Committee's business and improve member's understanding of the issues reported in this Agenda.

Should you require and further information prior to the meeting please contact Council's Traffic Engineer Mr Sophak Eng (4645 5026).

Your sincerely

VINCE CAPALDI
DIRECTOR COMMUNITY INFRASTRUCTURE

Local Traffic Committee

Background

The Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. In order to deal with the large number and range of traffic related matters, RMS has delegated certain aspects of the control of traffic on local roads to Council (under the Transport Administration Act 1988). To exercise this delegation, Councils must establish a Local Traffic Committee (LTC) and obtain the advice of the RMS and NSW Police.

Role of the Committee

The LTC is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. The Committee also advises on traffic matters arising from development applications (regulatory signage and line marking only), special events and road safety issues.

Committee Delegations

The LTC has no decision-making powers. Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Council is not bound by the advice of its LTC. Council can choose not to proceed with a recommendation of the Local Traffic Committee by not endorsing it at a Council Meeting where the minutes are presented.

Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, Council must write to both the RMS and NSW Police, who may then choose to appeal to the Regional Traffic Committee within 14 days.

Committee Membership

The LTC is made up of four formal voting members. The members are as follows:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA;
- one representative from the RMS; and
- the local State Member(s) of Parliament (MP) or their nominee.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters within their electorate or LAC.

The role of the four voting members is to:

- review the information provided to the committee.
- advise whether or not the technical justification of facilities meet the relevant guidelines and standards (facilities include lines, signs and devices).
- ensure that the recommendations conform to the matters being referred to and should be recommended for Council to endorse.

In relation to this:

- I. The council representatives and Local Members of Parliament (or representative) typically consider the interests of Council and its constituents. Both representatives on the Committee provide valued local knowledge.
- II. The Road and Maritime Services (RMS) representative provides advice on compliance of the matters with regards to various standards and guidelines.
- III. The NSW Police representative provides input on implications for the road network, particularly where a proposal may affect road safety.

The Committee may also have additional informal (non-voting) advisors. These may include:

- Council Officers
- Chamber of Commerce representatives
- Bus Operator representatives
- Other representatives as determined from time to time.

The informal advisors are not required to attend every LTC meeting. Their attendance is only necessary when items appear on the Agenda which affect their area of expertise or responsibility. The informal advisors are not entitled to a vote.

Please note there is no public gallery for these meetings.

LTC Business Paper

Council is responsible for preparing an LTC agenda and circulates to all formal members and informal advisors of the committee approximately one week prior to the meeting. This will allow members to fully consider the issues and determine their response on each item.

Council encourages each member of the LTC to undertake a site visit prior to considering any proposal. Site visits may be undertaken individually or organised with Council's Traffic Engineer(s).

COMMON ABBREVIATIONS

BCA	Building Code of Australia
CC	Construction Certificate
CLEP	Camden Local Environmental Plan
CP	Contributions Plan
CRSO	Community Road Safety Officer
DA	Development Application
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DPI	Department of Planning & Infrastructure
DoT	NSW Department of Transport
EEP	Enhanced Enforcement Programs
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act
GLS	Graduated Licensing Scheme
LEP	Local Environmental Plan
LAP	Local Approvals Policy
LBR	Log Book Run
LGA	Local Government Area
LTC	Local Traffic Committee
MACROC	Macarthur Regional Organisation of Councils
MYDAP	Macarthur Young Drivers Assistance Program
PAMP	Pedestrian Access and Mobility Plan
REP	Regional Environmental Plan
RMS	Roads & Maritime Services (incorporating former Roads & Traffic Authority)
RTA	Roads and Traffic Authority of NSW (now part of RMS)
RTC	Regional Traffic Committee
SEPP	State Environmental Planning Policy
SETMP	Special Event Transport Management Plan
SRA	State Rail Authority "Rail Corp"
SREP	Sydney Regional Environmental Plan
SSP	School Safety Program
TCP	Traffic Control Plan
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
TfNSW	Transport for New South Wales, also commonly referred to as the NSW Department of Transport
WSROC	Western Sydney Regional Organisation of Councils



LOCAL TRAFFIC COMMITTEE

ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

Present
Apologies

Confirm and adopt Minutes of the Local Traffic Committee Meeting held 18 April 2017

Local Traffic Committee Tuesday 20 June 2017

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BUSINESS WITHOUT NOTICE

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 15 AUGUST
2017**



LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Infrastructure Planning
TRIM #: 17/156401

The Local Traffic Committee report dated 18 April 2017 was presented to the Council meeting on 23 May 2017. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's recommendations dated 18 April 2017 be noted.

LTC01



LOCAL TRAFFIC COMMITTEE

LTC02

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

FROM: Manager Infrastructure Planning

TRIM #: 17/156422

Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 18 April 2017.

RECOMMENDED

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

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: SHARMAN CLOSE / STEWART STREET, HARRINGTON PARK - NO STOPPING RESTRICTIONS AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 17/122693

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of line marking at the bend linking Shaman Close and Stewart Street, Harrington Park.

BACKGROUND

Concerns have been raised regarding driver behaviour at the bend and also vehicles being parked in a manner which obstructs sight lines.

MAIN REPORT

Sharman Close and Stewart Street are local roads which intersect forming a right angled bend. This results in some motorists not keeping left when traveling along the road creating a hazard. It is therefore proposed to linemark 30 metres of double barrier (BB) lines to encourage this behaviour.

Sightlines and heavy vehicle access are impacted by vehicles being parked on the bend. To address these issues it is proposed that yellow edgelines are linemarked to restrict parking for 30 metres along both sides of the road.

Affected owners and occupiers in Sharman Close and Stewart Street were consulted but no responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of linemarking be funded from the RMS Block Grant (Traffic Facilities Component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding delineation and sightline issues at the bend connecting Sharman Close with Stewart Street and it is recommended that the Committee supports the implementation of No Stopping restrictions and double barrier line marking to help address the issue.

RECOMMENDED

The Local Traffic Committee recommends:

- i. 30 metres of yellow edgelines along both sides of the roadway; and**
- ii. 30 metres of double barrier (BB) linemarking.**



ATTACHMENTS

1. Attachment 1 - Sharman Close, Harrington Park



30m Yellow line marking
indicating no stopping

30m double barrier
(BB) line



Sharman Cl, Harrington Park



Scale: 1:400

DATE: 11.06.17

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LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: TRAMWAY DRIVE, CURRANS HILL - EDGELINES BETWEEN MOORE PLACE AND GLENFIELD DRIVE

FROM: Manager Infrastructure Planning

TRIM #: 17/125429

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgeline marking along Tramway Drive, Currans Hill, between Moore Place and Glenfield Drive.

BACKGROUND

Community concerns have been raised regarding motorists traveling at speed along Tramway Drive.

MAIN REPORT

Between Moore Place and Glenfield Drive, Tramway Drive is a 13 metre wide collector road with double barrier (BB) centre line (see **Attachment 1**). It has a speed limit is 50km/h.

Seven day speed and volume counts were undertaken in March 2017 indicating 85th percentile speeds of 58 km/h and an average daily volume of 5,094 vehicles. It is therefore proposed to install edgelines (E1) to help address the speeding concerns by separating the parking lane from the travel lane and narrowing the through lanes (see **Attachment 2**).

Public consultation has been undertaken with affected owners and occupiers and no responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding driver behaviour along Tramway Drive, Currans Hill and it is recommended that the Committee supports the edgeline marking to help address the issue.

RECOMMENDED

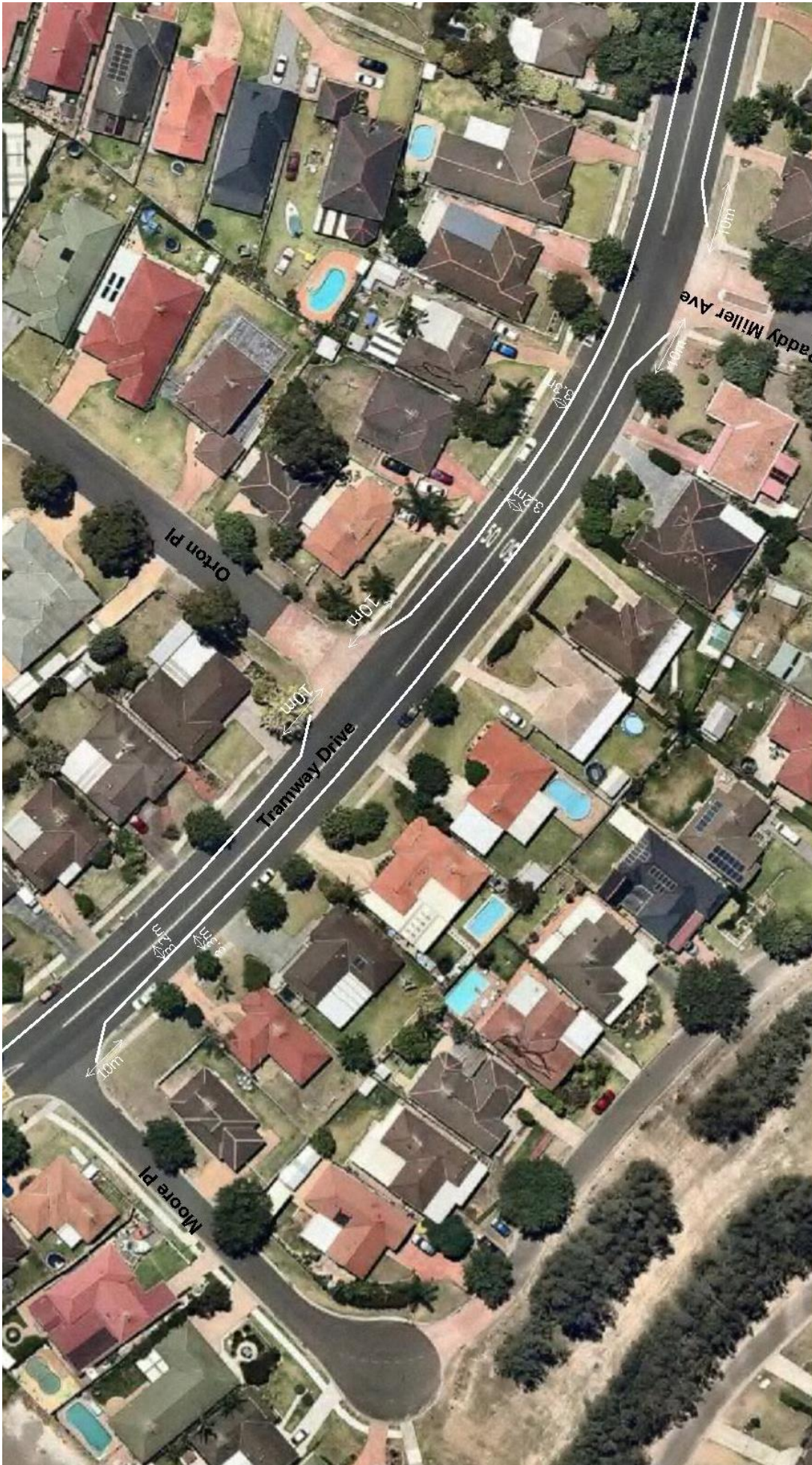
The Local Traffic Committee recommends that Council approves, on Tramway Drive, Currans Hill, 340 metres of edgeline (E1) on both sides of the road between Moore Place and Glenfield Drive.

ATTACHMENTS

1. Attachment 1 - Tramway Drive
2. Attachment 2 - Tramway Drive

LTC04

Attachment 1



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Scale: 1:900

DATE: 21.06.17



Tramway Drive, Currans Hill 1

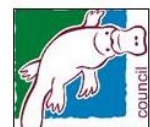




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Tramway Drive, Currans Hill 2





LOCAL TRAFFIC COMMITTEE

LTC05

SUBJECT: GLENROWAN DRIVE, HARRINGTON PARK - CENTRELINES AND ROUNDABOUT MARKINGS

FROM: Manager Infrastructure Planning

TRIM #: 17/127593

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline marking along Glenrowan Drive, Harrington park.

BACKGROUND

Community concerns have been raised regarding motorists traveling at speed along Glenrowan Drive and not keeping to the left when travelling.

MAIN REPORT

Glenrowan Drive is an 8 metre wide primary access road in Harrington Park that runs between Hillside Drive and Harrington Parkway (see **Attachment 1**). There are three indented bays along the north side utilised by school buses during school zone hours. There is no linemarking, except for a short length of double barrier centreline approaching the roundabout at Harrington Parkway. Parking is unrestricted. It has a speed limit of 50km/h.

Seven day speed and volume counts were undertaken in June 2015 indicating 85th percentile speeds of 57 km/h and an average daily volume of 1,498 vehicles. Several traffic incidents occurred in 2016 which prompted residents to contact Council. It has also been anecdotally reported that some through traffic in Glenrowan Drive is accessing schools on Oran Park Drive.

To help address concerns the following is proposed (see **Attachment 2**):

- Separation line (S1) along Glenrowan Drive;
- Edgelines (E4) lines bordering the roundabout splitter islands;
- Double barrier (BB) lines for 10 metres on approach to splitter islands; and
- Give Way (TB) lines at the roundabouts.

The opportunity would be taken to re-mark existing linemarking near the intersection with Harrington Parkway.

Public consultation has been undertaken with affected owners and occupiers and six written responses have been received. One respondent objected because they considered the linemarking would give the appearance of Glenrowan Drive being a main road. They proposed additional police enforcement as did one other response. Three respondents, whilst not objecting, felt that traffic calming such as speed humps is required. One respondent supported the measures and one proposed extending the existing double barrier line near Harrington Parkway.

Noting the potential impact of speed humps on residential amenity at this time and that additional double barrier marking would impact on-street parking it is proposed at this time to progress with the linemarking and monitor the situation.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding driver behaviour in Glenrowan Drive, Harrington Park, and it is recommended that the Committee supports linemarking to help address the issues.

RECOMMENDED

That the Local Traffic Committee recommends:

- i. Broken separation line (S1) between Hillside Drive and Harrington Parkway;**
- ii. Double barrier (BB) lines for 10 metres on the approach to each splitter island at roundabout intersections; and**
- iii. Give Way (TB) lines and edgeline markings (E4) around the splitter islands at the roundabouts.**

ATTACHMENTS

1. Attachment 1 - Glenrowan Drive
2. Attachment 2 - Glenrowan Drive
3. Attachment 3 - Glenrowan Drive
4. Attachment 4 - Glenrowan Drive
5. Attachment 5 - Glenrowan Drive
6. Attachment 6 - Glenrowan Drive



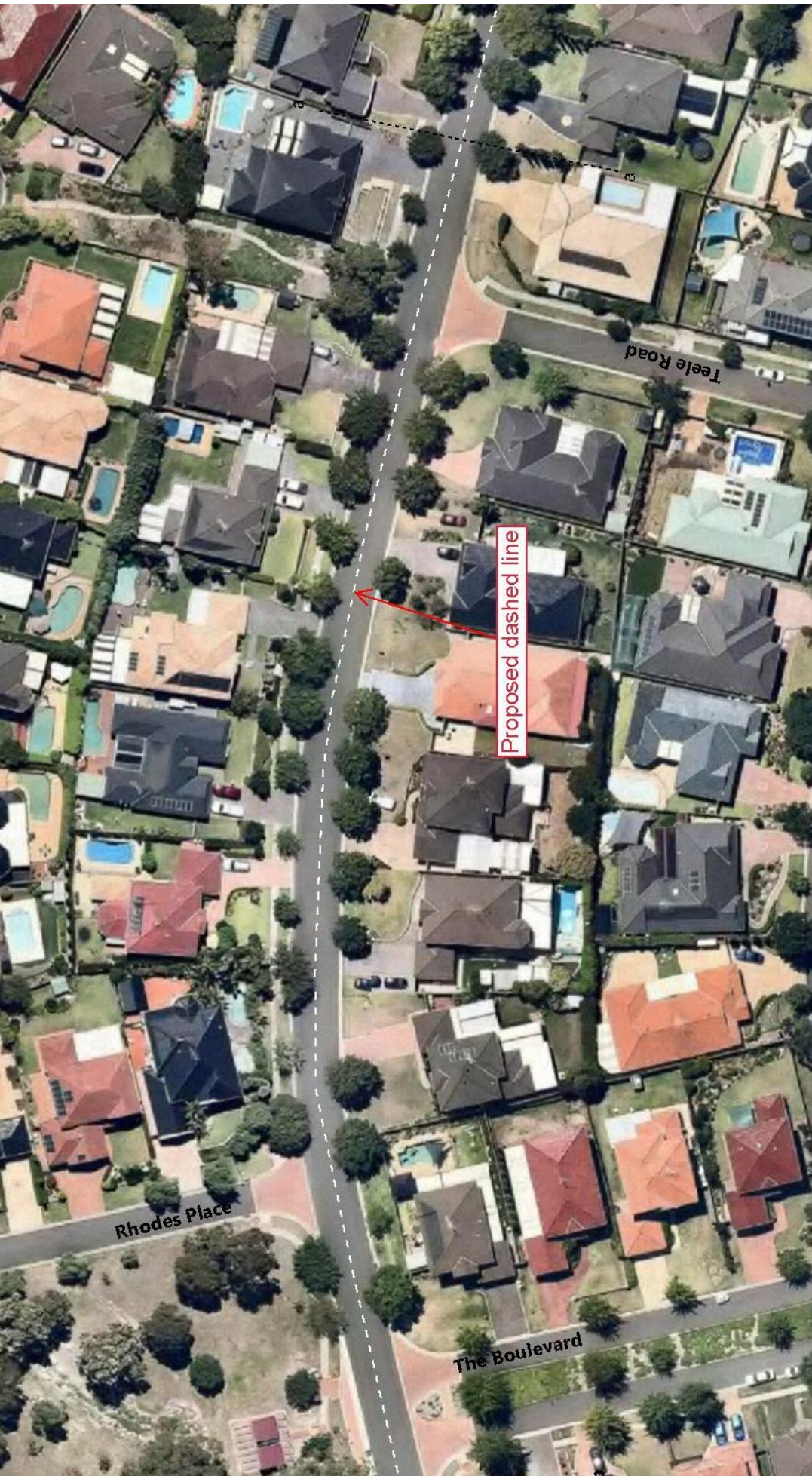
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DATE: 01.09.17

Glenrowan Drive, Harrington Park 1





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Scale: 1:900

North Arrow

01/09/17

Glenrowan Drive, Harrington Park 2





proposed line around medians

proposed giveaway line

proposed double line

proposed dashed line



Glenrowan Drive, Harrington Park 3

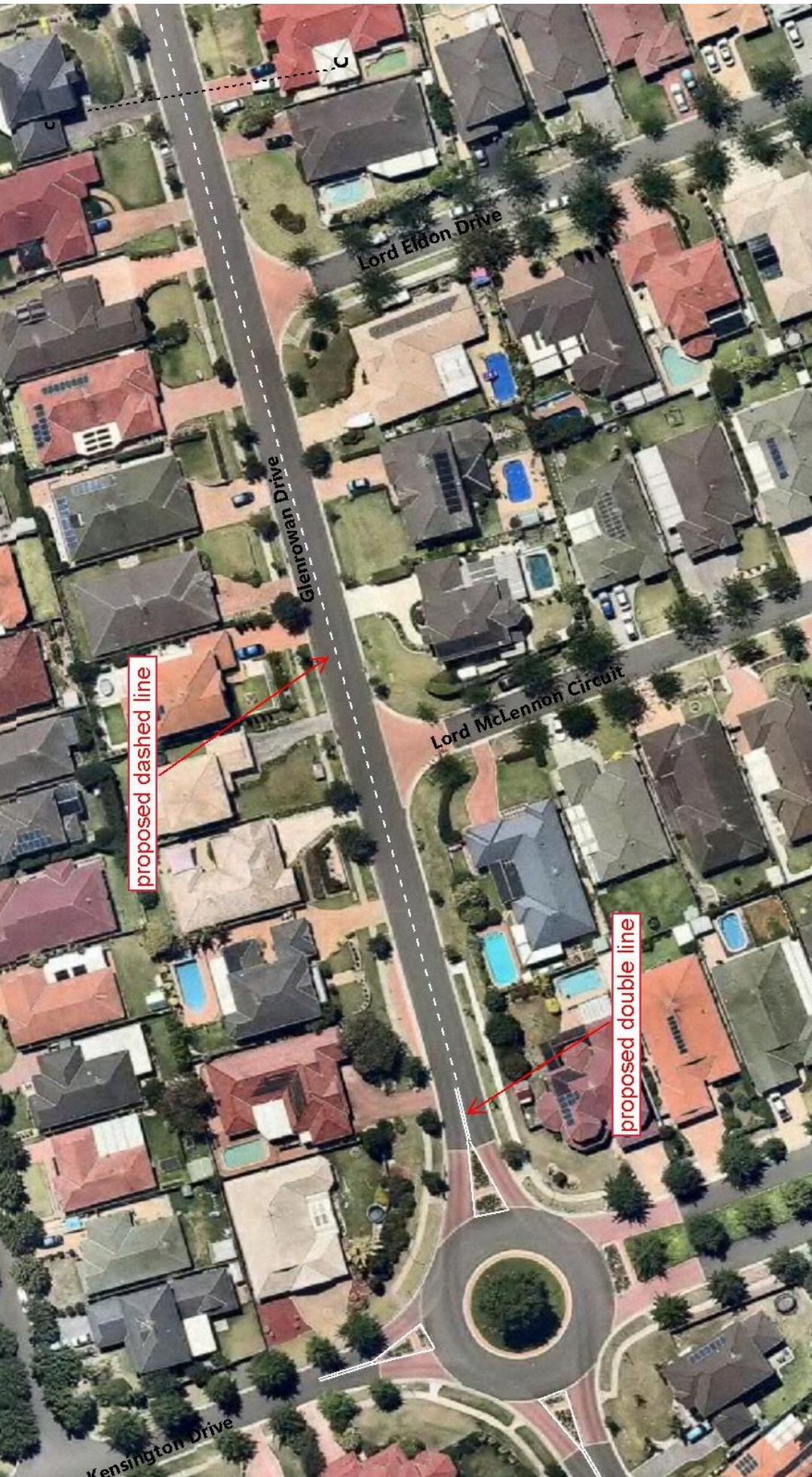


Scale: 1:900

DATE: 01.09.17

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Glenrowan Drive, Harrington Park 4



Scale: 1:900

DATE: 11/06/17

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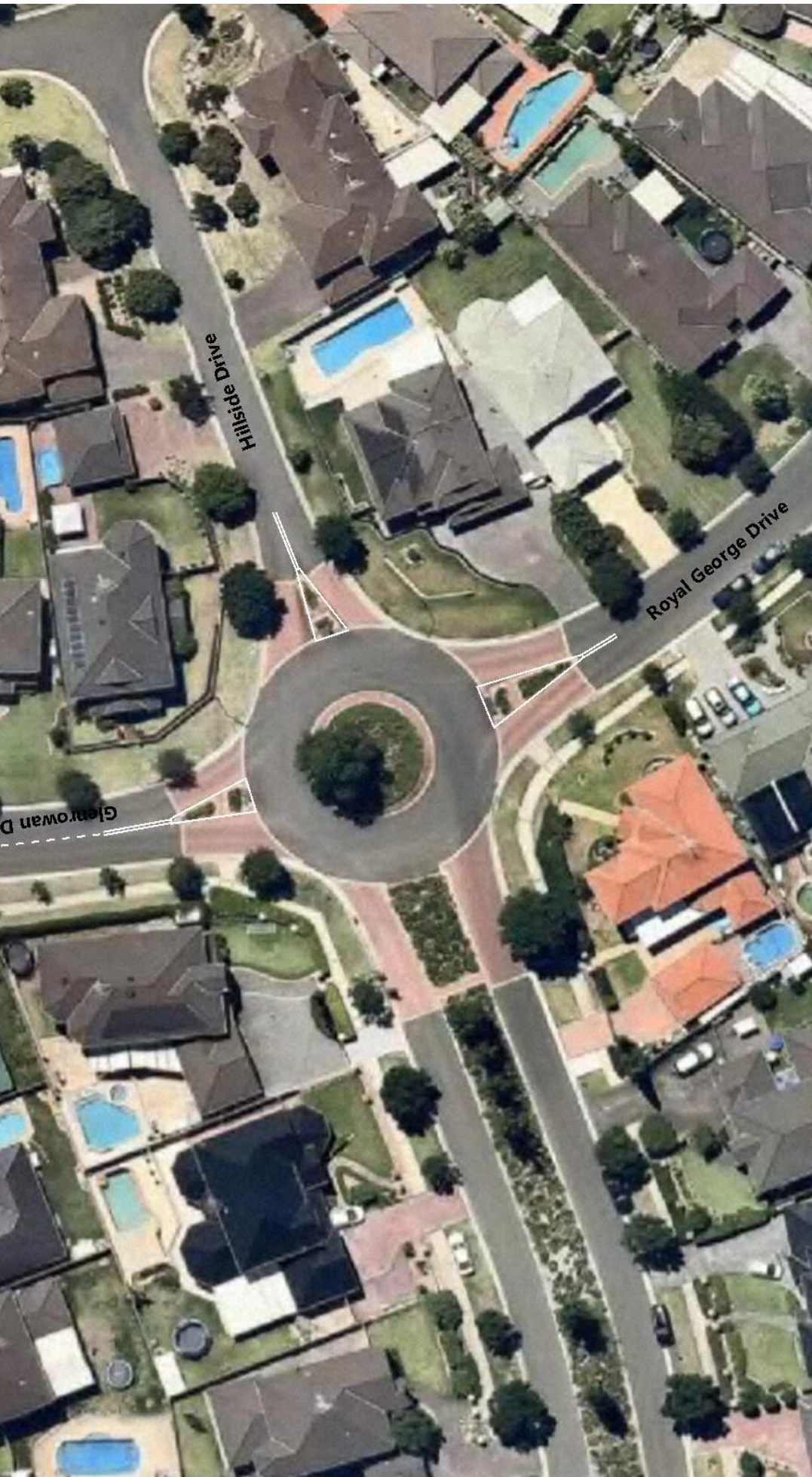
Scale: 1:900

Glenrowan Drive, Harrington Park 5



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Scale: 1:600

North Arrow

70000017

Glenrowan Drive, Harrington Park 6





LOCAL TRAFFIC COMMITTEE

LTC06

SUBJECT: CHARLES BABBAGE AVENUE, CURRANS HILL - CENTRELINE MARKING

FROM: Manager Infrastructure Planning

TRIM #: 17/143612

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centreline marking on Charles Babbage Avenue, Currans Hill.

BACKGROUND

Community concerns have been raised regarding motorists speeding along Charles Babbage Avenue, Currans Hill.

MAIN REPORT

Charles Babbage Avenue is an 11 metre wide primary access road in Currans Hill that runs between Currans Hill Drive and Paddy Millar Avenue (see **Attachment 1**). There are median islands at both ends and a pedestrian refuge in half way along. There is unrestricted parking and no linemarking, except for a short length of hatching approaching Currans Hill Drive. It has a speed limit of 50km/h.

Seven day speed and volume counts were undertaken in November 2016 indicating 85th percentile speeds of 57 km/h and an average daily volume of 1,339 vehicles.

To help address concerns, it is proposed to install broken (S1) centreline marking between Currans Hill Drive and Nash Place, except at the pedestrian refuge where 10 metres of double barrier (BB) lines are proposed on the approaches.

Public consultation was undertaken proposing the line marking and no responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (traffic facilities component) for the 2016/17 financial year.

CONCLUSION

Concerns have been raised about motorists speeding in Charles Babbage Avenue, Currans Hill, and it is recommended that the Committee supports additional road markings to help address the issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Charles Babbage Avenue, Currans Hill:

- i. **Broken separation line (S1) between Currans Hill Drive and Nash Place, except at the pedestrian refuge; and**
- ii. **Double barrier (BB) lines for 10 metres of the approaches to the pedestrian refuge.**

ATTACHMENTS

1. Charles Babbage Ave



Charles Babbage, Currans Hill



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LOCAL TRAFFIC COMMITTEE

LTC07

SUBJECT: DOWNES CRESCENT, CURRANS HILL - CENTRELINE MARKING
FROM: Manager Infrastructure Planning
TRIM #: 17/158814

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centre line marking in the vicinity in Downes Crescent, Currans Hill.

BACKGROUND

Community concerns have been raised regarding motorists not keeping left when travelling along the bend towards the eastern end of Downes Crescent, Currans Hill.

MAIN REPORT

Downes Crescent is a 7.6 metre wide local access road in Currans Hill that loops around William Mannix Avenue (see **Attachment 1**). There is unrestricted parking and no linemarking, and the speed limit is 50km/h. There are four median islands and two pronounced bends along the length of the road.

The road width and vehicles parking along the bend was assessed to be a factor in vehicles not keeping to the left at the bend at the eastern end. It is therefore proposed to install 20 metres of double barrier (BB) lines to encourage vehicles keep to the left, thereby restricting kerbside parking adjacent to this line (see **Attachment 2**).

A consultation was undertaken with adjacent owners and occupiers. One response was received in favour.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the linemarking be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding driver behaviour in Downes Crescent, Currans Hill, and it is recommended that the Committee supports the installation of double barrier lines to help address the issue.

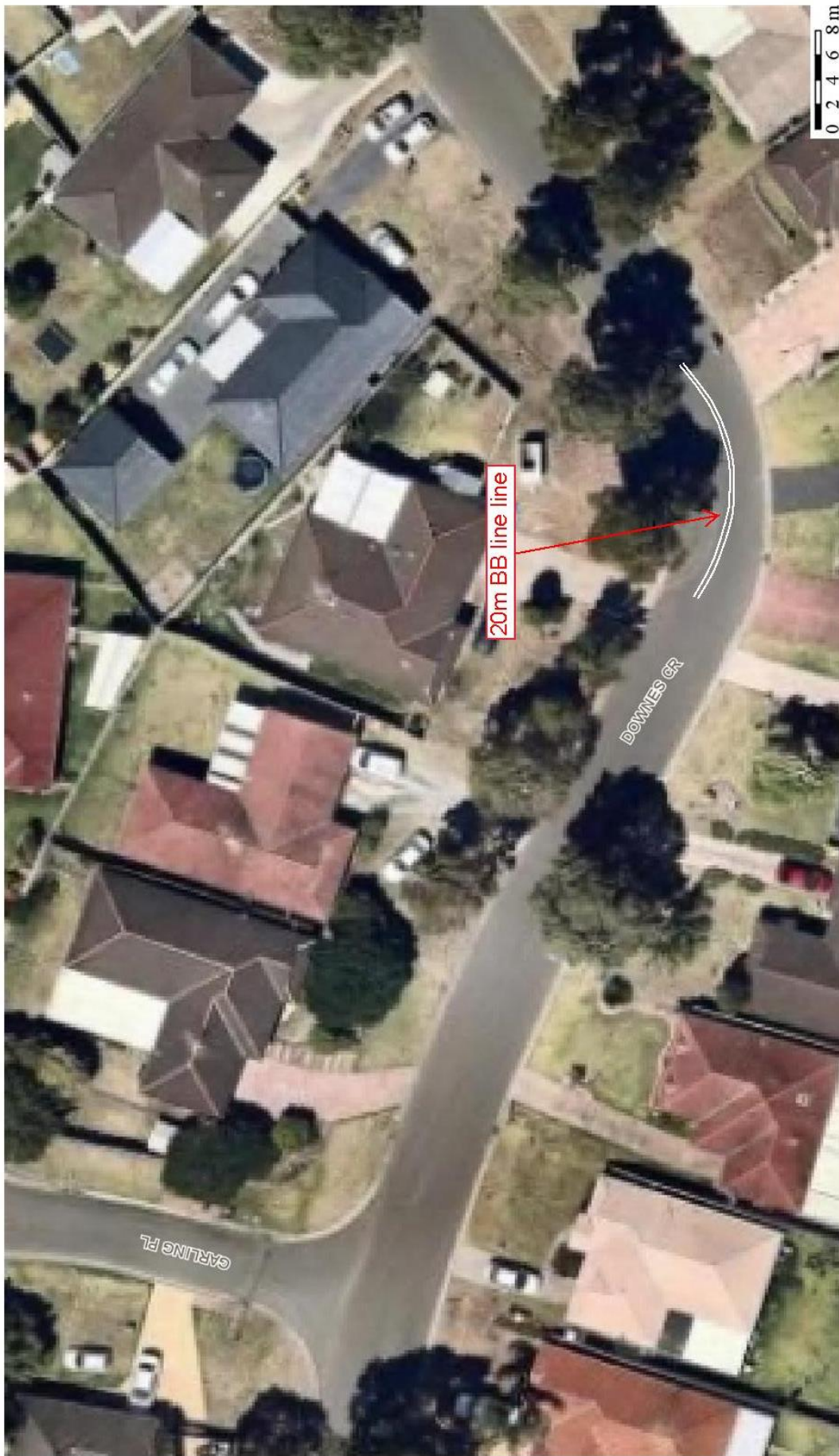


RECOMMENDED

The Local Traffic Committee recommends that Council approves in Downes Crescent, Currans Hill, 20 metres of double barrier (BB) lines around the bend at the eastern end.

ATTACHMENTS

1. Attachment 1 - Downes Crescent



Curran & Mitchell
 10/100 PARK ROAD
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Projection: GDA84 / MGA zone 56
Date: 12/04/2017
Drawn By: Roy Elkadd

Downes Crescent, Currans Hill (1)
 Map Scale: 1:433 at A4



LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: HENRIETTA DRIVE, NARELLAN VALE - EDGELINE AND CENTRELINE MARKINGS

FROM: Manager Infrastructure Planning

TRIM #: 17/170413

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centerline marking and edgeline marking along Henrietta Drive, Narellan Vale between Welling Drive and Ingham Street.

BACKGROUND

Concerns have been raised regarding motorists traveling along Henrietta Drive, Narellan Vale at speed and undertaking antisocial behaviour.

MAIN REPORT

Henrietta Drive is a 13 metre wide primary access road in Narellan Vale that was established some years ago as a cul-de-sac, accessed from Welling Drive. It was connected to Ingham Street in the adjacent new Spring Farm development in 2012 (see **Attachment 1**). The roadway is currently unmarked with unrestricted parking on both sides. It has a speed limit of 50km/h. Council consulting the community in 2014 on a proposal to close the end of Henrietta Road but based on the feedback did not progress with this.

Seven day speed and volume counts were undertaken in May 2017 indicating 85th percentile speeds of 57 km/h and an average daily volume of 579 vehicles. It has been assessed that the wide, unmarked carriageway is likely to be contributing to some speeding. It is therefore proposed to install edgelines (E1) and double barrier centrelines (BB) to help address the speeding concerns by separating the parking lane from the travel lane and narrowing the through lanes (see **Attachment 2**).

Public consultation has been undertaken with affected owners and occupiers. Two responses have been received. Whilst not specifically objecting to the proposals both consider that the speeding concerns can only be addressed through closing the end of Henrietta Drive.

Noting the significant community impact and cost of closing the road it is proposed at this time to progress with the linemarking and monitor the situation.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding driver behaviour along Henrietta Drive, Narellan

Vale, and it is recommended that the Committee supports the proposed line marking to help address the issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves on Henrietta Drive, Narellan Vale, 275 metres of double barrier centrelines (BB) and edgelines (E1) on both sides of the road.



ATTACHMENTS

1. Attachment 1 - Henrietta Drive
2. Attachment 2 - Henrietta Drive


LTC08

Attachment 1




 <p>Camden Council 70 Centre Ave Great Park NSW 2700 Telephone: 02 4634 7777 Fax: 02 4634 7828 Email: mail@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Camden Council nor the L/TJ makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information), © Camden Council.</p> 	<p>Drawn By: Roy B Carr Projection: GDA94 / MGA zone 56 Date: 3/05/2017 1:23 PM</p>	<p>Henrietta Drive, Narellan Vale</p> <p>Map Scale: 1:948 at A4</p>
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Drawn By: Roy B Gidd
Projection: GDA94 / MGA zone 56
Date: 10/6/2017 2:52 PM

**Henrietta Drive,
Narellan Vale 2**

Map Scale: 1:948 at A4



LOCAL TRAFFIC COMMITTEE

LTC09

SUBJECT: BELGENNY AVENUE, CAMDEN - SCHOOL CROSSING SUPERVISOR
FROM: Manager Infrastructure Planning
TRIM #: 17/172530

PURPOSE OF REPORT

To consider a Notice of Motion Council concerning the provision of a School Crossing Supervisor at Belgenny Aveune, Camden.

BACKGROUND

A Notice of Motion was put forward by Councillor Paul Farrow at the Council Meeting of 13 June 2017, concerning the need for a School Crossing Supervisor at Belgenny Avenue, serving Camden South Public School

MAIN REPORT

Roads and Maritime Services has undertaken two reviews of the zebra crossing in Belgenny Avenue, for consideration of a new School Crossing Supervisor. The warrant for a School Crossing Supervisor Crossing is 300 vehicles and 50 unaccompanied primary school pedestrians over a one hour period.

The most recent RMS review undertaken in October 2016 identified that this crossing does not meet the RMS warrant:

AM

Vehicle volume: 270

Unaccompanied primary school pedestrians: 15

PM

Vehicle volume: 181

Unaccompanied primary school pedestrians: 18

The Notice of Motion states that the number of unaccompanied primary school pedestrians identified in the review is low because most children crossed with adults. The Notice of Motion considers that allowing children to cross unaccompanied to achieve the required warrant would expose the children to greater risk.

The following was resolved at the meeting of Ordinary Council of 13 June 2017:

That Council:

- i. refers this issue again to the Traffic Committee as a matter of urgency for resolution.***
- ii. writes to the RMS asking them to conduct a recount at the Belgenny Ave crossing and if possible notify council as to when this can occur.***

iii. Any progress on this issue be reported back to council at the first opportunity.

It is acknowledged that the determination for the allocation of School Crossing Supervisors is not a function within the delegation to Councils for the regulation of traffic. The Local Traffic Committee cannot therefore make a formal resolution on this matter but can consider this matter as in Informal Item.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report.

CONCLUSION Council has asked the Local Traffic Committee to consider the need for a School Crossing Supervisor at Belgenny Avenue, Camden, serving Camden South Public School.

RECOMMENDED

The Local Traffic Committee receives and notes the Notice of Motion of Council concerning a School Crossing Supervisor in Belgenny Avenue, Camden.



LOCAL TRAFFIC COMMITTEE

LTC10

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS

FROM: Manager Infrastructure Planning

TRIM #: 17/156380

PURPOSE OF REPORT

To advise the Local Traffic Committee of local behavioural campaigns being undertaken to improve road safety and community safety in the Camden Local Government Area.

BACKGROUND

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

This report outlines the progress of projects being implemented in the 2016/2017 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.</i>	CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>In-school program designed to provide road safety awareness to Year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about police enforcement, drug and alcohol impairment, licensing and heavy vehicle awareness.</i>	Scheduling has been undertaken for the 2017 program roll out, with all four participating schools having the program held in the second half of the year. CRSO has also assisted with the Rotary U Turn the Wheel program at St Benedict's Catholic High School in May and Elderslie HS in June.

Project	Target Issue	Current Status
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i>	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate. CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis. Recent schools targeted include; Harrington Park PS, Camden South PS, Spring Farm PS, Mount Annan PS, St Paul's Catholic PS
Slow Down	Speed <i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i>	50km/hr Slow Down bus shelter advertisements are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Traffic Section and Camden Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary.
Choose Right Buckle Right	Child Restraints <i>To educate and increase awareness of the importance of correct child restraint use and fitting. To provide free child restraint fitting and checking days to the community.</i>	The last child restraint fitting and checking day was held on 1 June 2017 and this event was fully booked.
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i>	Planning for the next session is currently underway. It is envisioned this will be held in partnership with Campbelltown City Council.
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on-road experience obtained by learner drivers and disseminate road safety messages and resources</i>	The last Day Log Book Run event was held on 19 March 2017, and the last Dusk Log Book Run was held on 11 May 2017. The next Day Log Book Run is scheduled to be held on 18 June 2017. This event is approximately 90% booked out.



Project	Target Issue	Current Status
Community Safety Plan	General community safety <i>Identify and introduce community safety programs and initiatives in the Camden LGA as appropriate.</i>	CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise.
Park Smart	Community safety, Steal from Motor Vehicle offences	Scheduling has been undertaken for the 2017 rollout of the program with the new section of the Narellan Town Centre car park and Leppington Station being targeted. More sites will be identified and scheduled, with plans to once again partner with Campbelltown LAC and Campbelltown City Council to roll out the program at Campbelltown and Macarthur train station car parks, as many Camden residents still use these for their daily commute.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues <i>Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and antisocial behaviour.</i>	CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The next Camden Liquor Accord meeting was held on 6 June 2017.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. A bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	Cycling education and programs are currently being considered, subject to funding availability.
Seniors Safety Morning Teas	Seniors Safety – Pedestrian safety <i>Partnership with Camden Police and Barnes Driving School to promote and educate regarding best practice pedestrian and personal safety and licensing conditions for older drivers</i>	A workshop was held at Camden District Activity Centre on 16 May 2017. Social clubs in the area are now being considered as the next target audience, with a view to approach clubs such as Probus, Lions, etc.

Project	Target Issue	Current Status
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Council has committed to running this program in schools again for 2017. Programming is complete with all schools taking part, with the exception of Macarthur Anglican College and St Benedict's. The last session for the year will be held at Oran Park Anglican College on 23 June. This will complete the program rollout for 2017. It is anticipated that the program will continue in 2018.
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on "Low Risk Driving" delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.
Staff Driver Training	Staff fleet vehicle users – safer driving refresher (organised by Council's Risk Management Officer)	A theory only training session was undertaken by NRMA with 40 staff on 7 June 2017 covering a range of safety issues such as safe stopping distances, crash avoidance and road rules.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been allocated in 2016/2017, through Roads and Maritime Services grant funding with a contribution from Council.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for June 2017.



LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: PERMANENT ITEMS
FROM: Manager Infrastructure Planning
TRIM #: 17/156383

(i) Bike Plan

Work is still underway to finalise the Bike Plan for public exhibition.

2017/18 Program

Council has made the following submissions:

- Cawdor Road - Sheathers Lane to Camden High School Shared Path design - pending; and
- Shared Path Signage and Linemarking - LGA-wide - pending.

(ii) Pedestrian Access Mobility Plan (PAMP)

2016/17 Program

The footpath construction program for 2016/17 is complete with paths constructed in Hilder Street, Old Hume Highway, Annabella Road, Tramway Drive, Elizabeth Macarthur Avenue, Richardson Road and Banksia Road.

Council is progressing the following pedestrian projects in 2016/17 match funded by the Transport for NSW Active Transport Program and Safer Roads Program:

- Murray Street Pedestrian Crossing design only – project underway; and
- Cawdor Road Pedestrian Refuge (Camden) – works complete.

2017/18 Program

Council made the following submissions:

- Crookston Avenue Pedestrian Refuge - pending;
- Waterworth Drive Pedestrian Refuge Upgrade - pending; and
- William Mannix Avenue Pedestrian Refuge Upgrade - pending.

Funding has been secured for two projects under the Pedestrian Infrastructure Safety Around Schools Program:

- Old Hume Highway, Camden (Camden South Public School) – enhanced pedestrian crossing
- Elyard Street, Narellan (Narellan Public School) – enhanced pedestrian crossing

Funding submissions for Belgenny Avenue, Camden and Franzman Avenue, Elderslie, were unsuccessful.

(iii) Black Spot Identification/Evaluation/Treatment

2016/17 Program

Council has secured Federal Funding for the following projects. Some delays have occurred and implementation has been programmed for 2017/18:

- Deepfields Road, Catherine Field – shoulder and intersection upgrades; and
- Burratorang Road/Cawdor Road, Cawdor - intersection upgrade.

2017/18 Program

Council made the following submissions:

- Wire Lane/Crookston Avenue intersection works - pending;
- Catherine Field Road - Shoulder Treatments - pending; and
- Welling Drive/Waterworth Drive/Henrietta Street roundabout upgrade - pending.

(iv) Upcoming Major Works/Events

Location	Date (s)	Major Works/Event
Bringelly Road	Ongoing	Bringelly Road Upgrade (RMS project)
The Northern Road	Ongoing	The Northern Road Upgrade (RMS project)
Narellan Road	Ongoing	Narellan Road Upgrade (RMS project)
Oran Park Drive	Ongoing	Duplicating (Developer - Hickson); Dan Cleary Drive signals (Developer – GDC)
Gregory Hills Drive	Ongoing	Extension to Badgally Road (Developer – Dartwest)
Springs Road	Ongoing	Eastern extension (Developer – Urban Growth)
Cobbitty Road, Cobbitty	February to April 2017	Road reconstruction between Governor Drive and Macquarie Grove Road
Macarthur Road, Elderslie	February to April 2017	Roundabout construction at intersection with Merino Drive
Deepfields Road, Catherine Field	July – September 2017	Intersection and shoulder upgrades
Peter Brock Drive, Oran Park	Ongoing	South Circuit and Central Avenue signals (Developer – GDC)

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC12

SUBJECT: ELYARD STREET, NARELLAN - WORKS ZONE
FROM: Manager Infrastructure Planning
TRIM #: 17/168642

ELECTRONIC MEETING ITEM DATE: 27 April 2017

PURPOSE OF REPORT

To document information previously provided to the Local Traffic Committee through an Electronic Meeting for an installation of a Works Zone.

MAIN REPORT

Information was provided to Local Traffic Committee for the installation of a Works Zone in Elyard Street, Narellan. This was a condition of development consent for earthworks on the adjacent property (see **Attachment 1**).

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/17	That Local Traffic Committee recommends that Council approves in Elyard Street, Narellan, a Works Zone of 60 metres associated with the adjacent development.

This recommendation was supported unanimously by the four voting members.

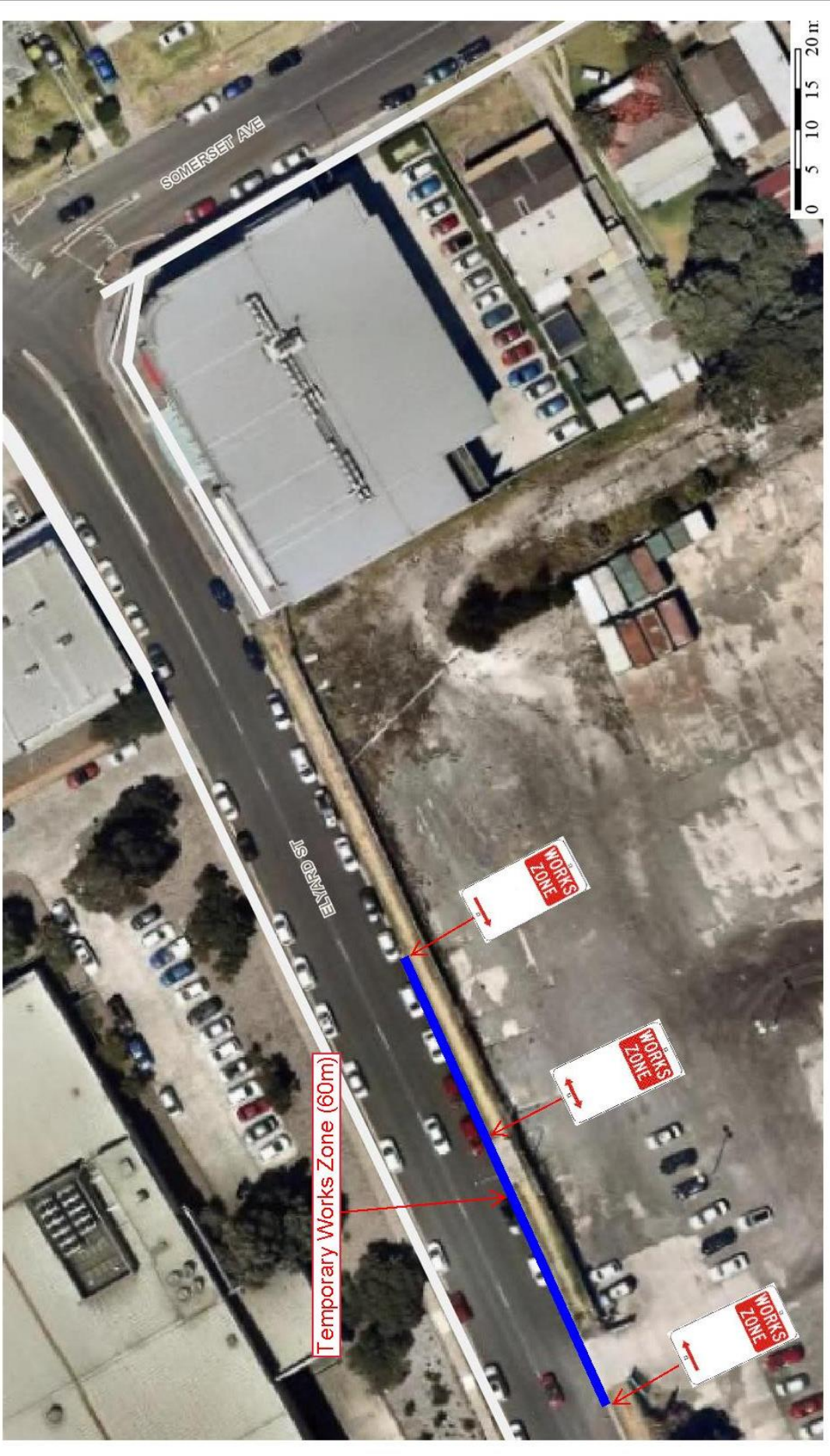
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Attachment 1 - Elyard Street, Works zone



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Projectors: GD494 / MGA zone 56
Date: 12/04/2017
Drawn By: Roy Elkadd

Elyard Street, Narellian

Map Scale: 1:651 at A4



LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: MITCHELL STREET, CAMDEN - SUSPENSION OF ON STREET PARKING SPACES FOR ST PAUL'S CAMDEN SCHOOL FETE

FROM: Manager Infrastructure Planning

TRIM #: 17/125616

ELECTRONIC MEETING ITEM DATE: 2 MAY 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary traffic management measures to facilitate the operation of a school fete, to be held on Saturday 20 May 2017.

MAIN REPORT

St Paul's Camden Catholic Primary School has requesting traffic management measures to facilitate the operation of a school fete to be held on Saturday 20 May 2017. The measures include temporarily placing barriers in parking spaces in Mitchell Street at St Paul's Camden Catholic Primary School's driveway and portion of the north-east corner of Larkin Place carpark.

The school has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours, to improve pedestrian safety and to facilitate the movement of heavy vehicles supplying fairground equipment to the event. There are 4 affected spaces on Mitchell Street (two on either side of the school entrance) and 34 parking spaces in Larkin Place as shown in **Attachment 1**.

The temporary loss of parking provision during this event is considered to have minimal impact.

In previous years, access for school buses has been impeded when accessing bus stops in John Street. The event organiser will be required to advise heavy vehicle drivers not to stop in the school Bus Zone on John Street when supplying equipment during the hours of operation.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/18	<p>The Local Traffic Committee recommends that Council gives concurrence for the suspension of parking bays in Mitchell Street and Larkin Place, Camden, from 6pm on Thursday, 18 May 2017 until 6pm on Saturday, 20 May 2017, to facilitate the St Paul's Catholic Primary School Fete, subject to:</p> <ul style="list-style-type: none"> i. the organisers providing proof of a minimum \$20 million Public Liability Insurance, noting Council as an interested party; and ii. the organisers advising suppliers and drivers of fairground vehicles accessing the school site, of the entry / exit arrangements, parking requirements and the operation of the School Bus Zone in John Street.



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This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Attachment 1 - St Paul's Fete

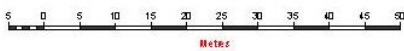
St Paul's Catholic Primary School Fete
Saturday 14 May 2016



Provide Barricade Boards
perpendicular to kerb
6pm 18 May 2017 to
6pm 20 May 2017



Scale: 1:1000

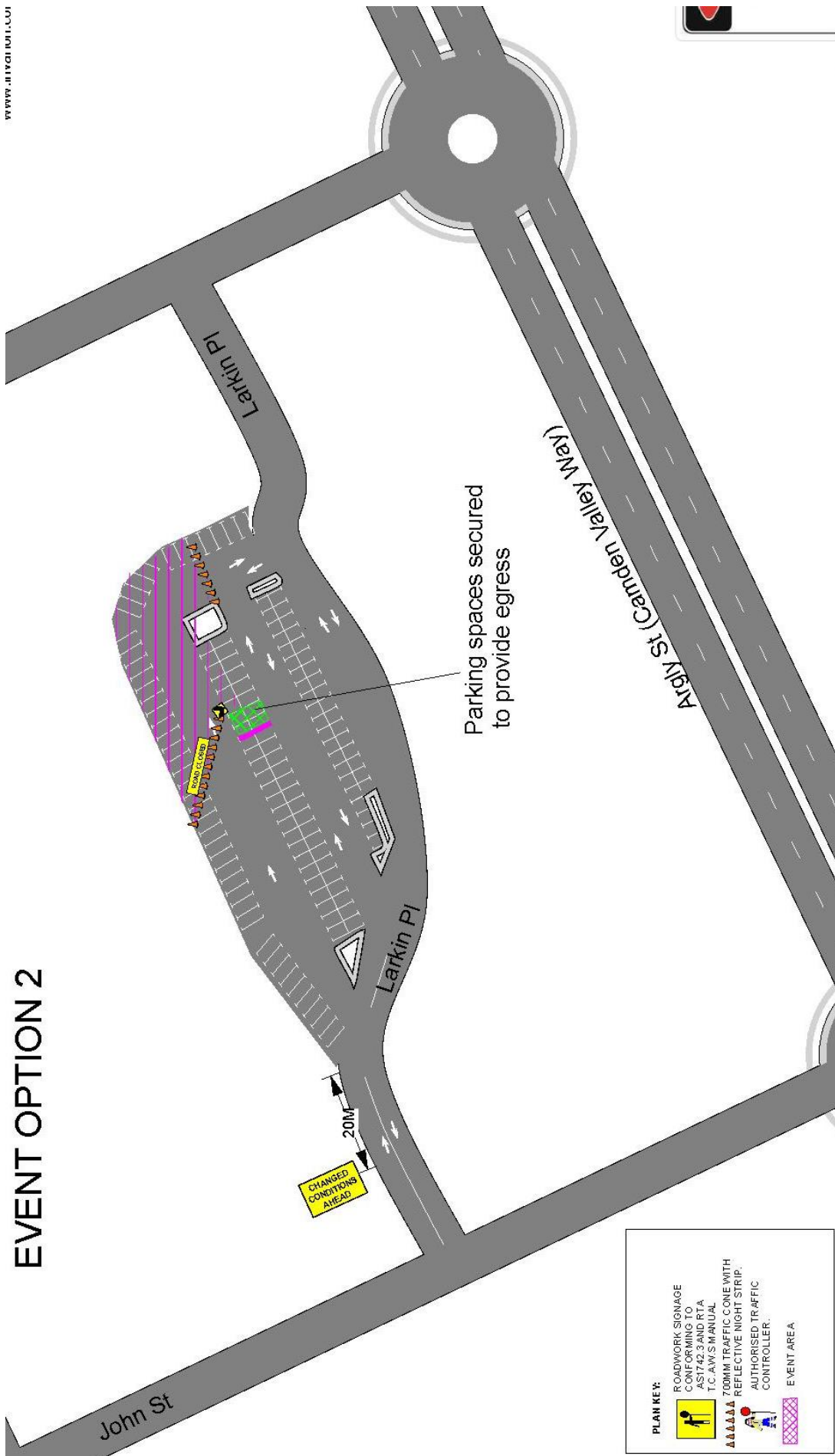


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EVENT OPTION 2



PLAN KEY:

- ROADWORK SIGNAGE CONFORMING TO AS1742.3 AND RTA T.C.A.W.S.M.A.N.U.A.L.
- 700MM TRAFFIC CONE WITH REFLECTIVE NIGHT STRIP.
- AUTHORISED TRAFFIC CONTROLLER.
- EVENT AREA.

<p>Traffic control signs shall be installed & maintained in accordance with Australian Standard AS1742.3 Roadwork Signs and Traffic Control Signs on Roadway (June 2010). Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.</p> <p>Sign spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.</p> <p>Signs should generally be placed 1 metre clear of the travel path.</p> <p>Where a vehicle loading occurs, place signs in the travel lane elevated on posts. They must be positioned so that they are in clear view of passing motorists.</p> <p>At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.</p> <p><small>Unless traffic controllers are not controlled vehicles. They are to control vehicles on a</small></p>		<p>NOT TO SCALE</p> <p>TCP BEST VIEWED WHEN PRINTED IN A3</p>
<p>Client: St Paul's Primary School</p> <p>Location: School Event Plan - Option 2</p> <p>UBD Number:</p> <p>Plan Number: 2016 - 253</p> <p>Date drawn: 3rd March 2016</p> <p>Authorised by:</p> <p>Qualification:</p> <p>THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK</p>	<p>Revision 1:</p> <p>Revision 2:</p> <p>Revision 3:</p> <p>Revision 4:</p> <p>Revision 5:</p> <p>Date:</p> <p>Signature:</p>	<p>Plan Done By: Chris Stevenson Date: 02/03/2016 Email: 027 250 7201</p> <p>Lack Group t/a K & D Traffic Management 2/13 Stanton Rd, Seven Hills P: 02-96627113</p>



LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: DERBYSHIRE ROAD, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 17/162016

ELECTRONIC MEETING ITEM DATE: 3 May 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking in Spring Farm, in the vicinity of Derbyshire Road.

MAIN REPORT

Signage and line marking plans have been received for DA/2016/1087 in Spring Farm, in the vicinity of Derbyshire Road. The locations are highlighted on **Attachment 1**.

The Engineering Drawing No. 300177927.03.CC801 Rev. C prepared by SMEC, provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/19	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices associated in Spring Farm, in the vicinity of Derbyshire Road, as shown on the Engineering Drawing No. 300177927.03.CC801 Rev. C, subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED



That Council receives and notes the report.

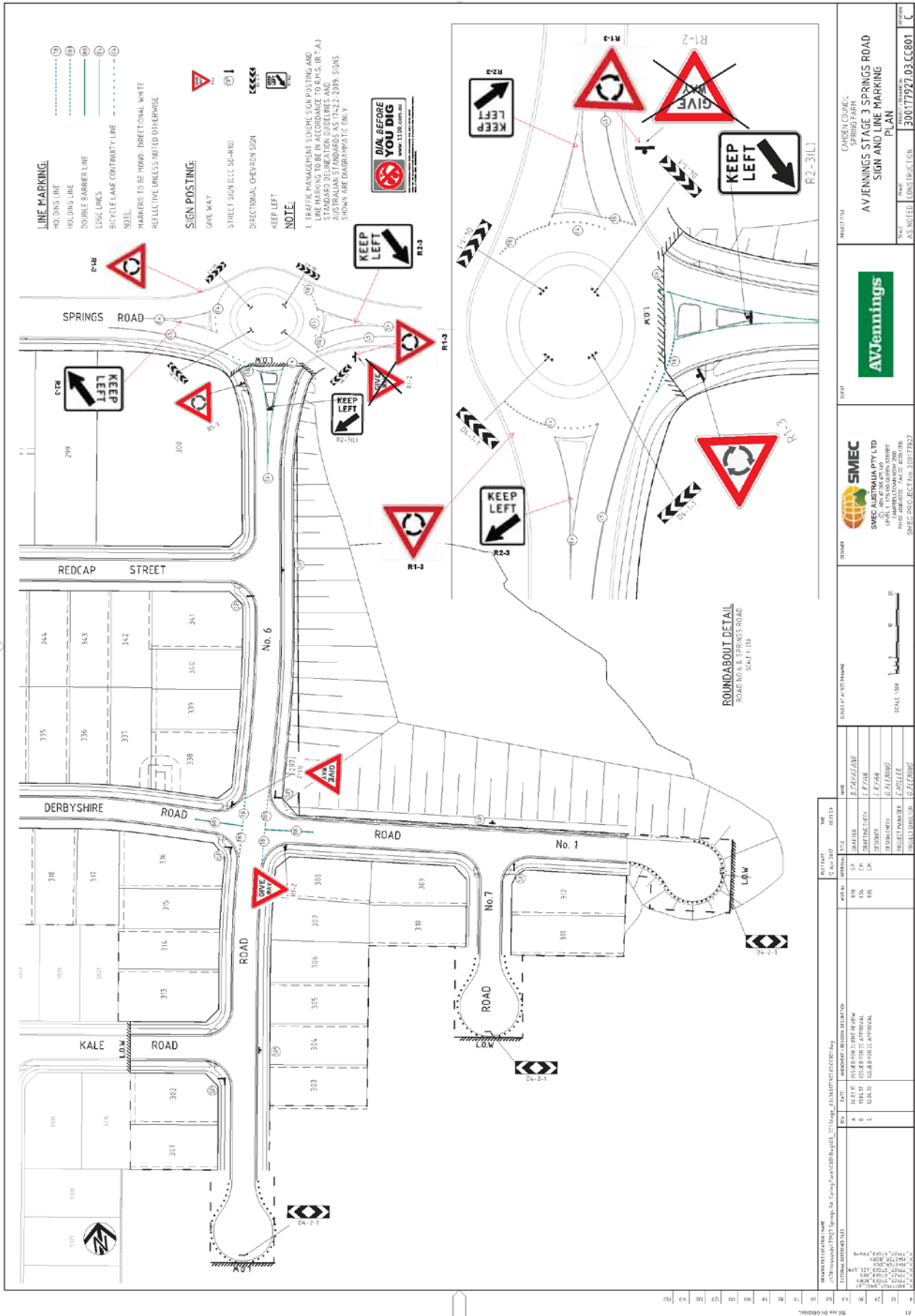
ATTACHMENTS

1. Locality Plan - Derbyshire Road, Spring Farm - Signage, Linemarking and Devices
2. Engineering Drawing - Derbyshire Road, Spring Farm - Signage, Linemarking and Devices

Created on 2/05/2017 3:07 PM



 <p>Camden Council 31 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7929 Email: mail@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Camden Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information), Camden Council.</p>		<p>Drawn By: Roy El Kazzi Projection: GDA94 / MGA zone 56 Date: 2/05/2017 3:07 PM</p>	<p>STAGE 3 - SPRINGS ROAD, SPRING FARM - DA/2016/1087/1</p>
				<p>Map Scale: 1:2453 at A4</p>





LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: EASTON AVENUE, SPRING FARM, PRECINCT 700A - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 17/138964

ELECTRONIC MEETING ITEM DATE: 10 May 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads for residential development in Spring Farm, Precinct 700A.

MAIN REPORT

Signage and line marking plans have been received by Council for construction of new roads for residential development in Spring Farm, Precinct 700A. The locations are highlighted on **Attachment 1**.

The Engineering Drawing No. 8201707201-001 C2075 Rev. B, and 8201707201-001 C2076 Rev. B, prepared by Cardno, provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/20	<p>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Easton Avenue, Spring Farm, the regulatory signs, line marking and devices, as shown on the Engineering Drawing No. 8201707201-001 C2075 Rev. B, and 8201707201-001 C2076 Rev. B, subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Easton Avenue, Spring Farm, Princint 700A - Signage, Linemarking and Devices
2. Engineering Drawings - Easton Avenue, Spring Farm, Princint 700A - Signage, Linemarking and Devices

Created on 10/05/2017 2:12 PM



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<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>				



LOCAL TRAFFIC COMMITTEE

LTC16

SUBJECT: MACARTHUR ROAD, SPRING FARM - STAGE 45 SUBDIVISION - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 17/161652

ELECTRONIC MEETING ITEM DATE: 23 May 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for construction of Stage 45 subdivision by The Cornish Group within the Spring Farm Precinct.

MAIN REPORT

A signage and linemarking plan has been received by Camden Council for the construction of Stage 45 subdivision by The Cornish Group within the Spring Farm Precinct. The location is at the southern end of Macarthur Road and is highlighted on **Attachment 1**. This is related to Development Application number 2016/607.

The Engineering Drawing Numbers MMD-350354-C-DR-00-45-CC-2800 and 2801, prepared by Mott MacDonald, provides details of the proposed signage, line marking and devices (**Attachment 2**). It is noted that a median island with associated signage and linemarking is proposed on Macarthur Road, as conditioned in the development consent, to safely manage traffic on side roads in close proximity. Other linemarking along Macarthur Road has previously been given concurrence by the Traffic Committee.

There is an interim fence, guardrail and edgeline (E1) one metre off the guardrail, proposed along the western side of Road No. 25. This is designed to protect road users from a steep drop off to the adjacent sand extraction site. This area is zoned for future residential development at which time the land will be filled and guardrail and edgeline removed.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/21	<p>The Local Traffic Committee recommends that Council, approves the regulatory signs, line marking and devices in Macarthur Road, Spring Farm - Stage 45 Subdivision, as shown on the Drawing Numbers MMD-350354-C-DR-00-45-CC-2800 and 2801 prepared by Mott MacDonald, subject to:</p> <ul style="list-style-type: none"> <li data-bbox="424 1861 1251 1895">i. The installation being completed by the applicant at its cost; <ul style="list-style-type: none"> <li data-bbox="475 1901 488 1924">• <li data-bbox="424 1928 1289 1995">ii. All signage being sign size A except the Kept Left (R2-3) signs which are size AA; and <ul style="list-style-type: none"> <li data-bbox="475 2002 488 2024">• <li data-bbox="475 2031 488 2054">•



	iii. Street lighting levels for devices and intersection being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.
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This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Macarthur Road, Spring Farm - Stage 45 Subdivision - Signage, Linemarking and Devices
2. Engineering Drawings - Macarthur Road, Spring Farm - Stage 45 Subdivision - Signage, Linemarking and Devices

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Projection: GDA94 / MGA zone 56
Date: 23/05/2017
Drawn By: Tom Allen

Map Scale: 1:2000 at A4

