



Hawkesbury City Council

supplementary ordinary meeting business paper

date of meeting: 28 November 2006

location: council chambers

time: 5:00 p.m.

ORDINARY MEETING - Supplementary

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Meeting Date: 28 November 2006

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ORDINARY MEETING - Supplementary

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Meeting Date: 28 November 2006

SECTION 5 - Reports of Committees

SUPPLEMENTARY REPORTS

ROC - Local Traffic Committee - 22 November 2006 - (80245, 95495)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Wednesday, 22 November 2006, commencing at 3:00pm.

Present:	Councillor B Bassett (Chairman) Mr R McHenery, Roads and Traffic Authority Senior Constable G Crawford, NSW Police Service Mr J Christie, Office of Mr A Shearan, MP Mr W Timmerman, Office of Mr S Pringle, MP
Apologies:	Mr R Elson, Department of Transport
In Attendance:	Mr C Amit, Manager, Design & Mapping Services Mrs J Hogge, Roads Safety Programme Co-ordinator Mr T Shepherd, Administration Officer

SECTION 1 - Minutes

ITEM 1.1 Minutes of Previous Meeting

The Minutes of the meeting held on 18 October 2006 were confirmed.

ITEM 1.2 Business Arising

Nil Business Arising.

SECTION 2 - Reports for Determination

ITEM: 2.1 LTC - 22 November 2006 - Item 2.1 - Road Safety Issues - Andrew Thompson Drive and McGrath Road, McGraths Hill (Hawkesbury) - (80245, 96, 115, 7801)

REPORT:

Representations have been made by residents from Andrew Thompson Drive and McGrath Road, McGraths Hill, raising concerns in relation to traffic safety at the 'T' intersection of Andrew Thompson Drive and McGrath Road.

The concerns centre on motorists who purposely drive dangerously by spinning out, fishtailing and doing 360 degree spins at this intersection. This activity occurs mainly during wet periods. These concerns have been forwarded to Windsor Police.

Andrew Thompson Drive is a Local Urban, Minor Distributor Road, which extends from McGrath Road to Old Hawkesbury Road. McGrath Road is a Local Urban, Major Distributor Road, which extends from

Windsor Road to Old Hawkesbury Road. These 2 roads are within a residential area. Refer to the plan below for details of the road layout.



The horizontal alignment of Andrew Thompson Drive is a combination of straights and curves, whereas McGrath road is straight. The Vertical alignment is generally flat in the vicinity of the intersection. The sight distance leading into the intersection and through it is good. The general geometry of the intersection is not the cause of this situation.

The residents have requested the installation of median islands at this intersection, similar to that installed in both Andrew Thompson Drive and Plimsoll Street at their intersection with Old Hawkesbury Road. The background to these islands being installed is completely different to the situation which exists at the intersection of Andrew Thompson Drive and McGrath Road. The situation with Andrew Thompson Drive and Plimsoll Street was that motorists were travelling between these two roads, across Old Hawkesbury Road, cutting across the intersection and losing control in the process. Andrew Thomson Drive and Plimsoll Street were off-set from each other by 10.0 metres. No islands were installed in Old Hawkesbury Road and this would compromise turning movements for service Vehicles.

To Implement traffic islands in both Andrew Thompson Drive and McGrath Road will not resolve the issue at hand. To install islands in McGrath Road will require them to be aligned with the kerb line of Andrew Thompson Drive (13.1 metres), and together with a median island in Andrew Thompson Drive will compromise the manoeuvring of service vehicles. Alternatively to install 'Rumble Bars' at the intersection will only add to the challenge of the drivers who wish to undertake these dangerous actions on purpose. These actions are occurring from a standing start and not as a result of vehicles trying to negotiate the intersection while in motion.

Table 1: Road Section Data

Road Section	Road Width and K&G	Speed Limit	AADT (year)	85% speed	RTA Road Traffic Accident Database
Andrew Thompson Drive (McGrath Road to Red House Crescent)	13.1 metres K&G both sides	50kph	1657 (2006)	51kph	0
McGrath Road (Windsor Road to Andrew Thompson Drive)	9.25 metres K&G on Northern side only. Gravel shoulder on Southern side	50kph	2599 (1998)	48 kph	0
McGrath Road (Andrew Thompson Drive to Balmain Road)	9.25 metres K&G on Northern side only. Gravel shoulder on Southern side	50kph	1206 (1998)	71kph	1 (in the vicinity of No.35)

There is existing line marking (Barrier and Edge) in Andrew Thompson Drive with no linemarking in McGrath Road. It would be appropriate to provide a minimum of 30 metres of barrier Line in McGrath Road on each approach to Andrew Thompson Drive. Whilst this measure is not designed to change the behaviour of some drivers, it will provide a better guide at the intersection for the majority of motorists who drive within the rules.

RECOMMENDATION:

That 30 metres of barrier lines (BB) and RPM's be provided in McGrath Road, along each approach, at its intersection with Andrew Thompson Drive, McGraths Hills.

APPENDICES:

There are no supporting documents for this report.

ITEM: 2.2 LTC - 22 November 2006 - Item 2.2 Bicycle Racing Events for 2007 - Oakville and East Kurrajong (Hawkesbury) - (80245, 82935)

REPORT:

Introduction:

An application has been received from the Parramatta Cycling Club seeking approval to conduct Bicycle Racing Events in Oakville and East Kurrajong during 2007. The racing events will be conducted along the following two routes:

Route 1 - Oakville

Commencing at Oakville Public School, Oakville, and proceeding along Hanckel Road
Turning left into Old Pitt Town Road
Turning left into Saunders Road
Turning left into Smith Road
Turning left into Ogden Road and finishing at Oakville Public School.
(Refer to Appendix 1: Plan TR021A/06 - Route 1 - Oakville).

The Parramatta Cycling Club (PCC) has indicated that the cycling events will be held on ten (10) separate Saturdays, during the period of 7 April 2007 to 22 September 2007. Each event will be conducted between 2.00pm and 4.30pm. There will be approximately 60 competitors competing in 5 separate race categories consisting of 10 to 15 participants in each category/event.

Route 2 - East Kurrajong

Commencing at Stanley Park, East Kurrajong, and proceeding along East Kurrajong Road
Turning left into Putty Road
Turning left into Blaxlands Ridge Road
Turning left into Comleroy Road
Turning left into East Kurrajong Road and finishing at Stanley Park.
(Refer to Appendix 2: Plan TR021B/06 - Route 2 - East Kurrajong).

The PCC has advised that this event will be a One Day Event, conducted between 9.00am and 3.00pm on Sunday 19 August 2007. There will be approximately 150 competitors competing in 3 separate graded events.

Discussion:

The event on Route 1-Oakville, is classified as a "Class 2" special event under the "Traffic Management for Special Events" guidelines issued by the Roads & Traffic Authority as this event may disrupt minor traffic and transport systems along the specified route. The event on Route 2 -East Kurrajong, is classified as a "Class 1" special event under the "Traffic Management for Special Events" guidelines issued by the Roads & Traffic Authority as this event may disrupt major traffic and transport systems along the specified route. Traffic volume and road width details are as shown in the following table:

Route 1 - Oakville			Route 2 - East Kurrajong		
Road Name	ADT	Sealed Carriageway Width (m)	Road Name	ADT	Sealed Carriageway Width (m)
Hanckel Road	1498	5.7	East Kurrajong Rd	900	5.6 – 6.4
Old Pitt Town Rd	1264	6.0	Putty Road	RTA	RTA
Saunders Road	720	5.5 – 5.8	Blaxland Ridge Rd	700	6.0 – 7.5
Smith Road	340	6.2	Comleroy Road	2184	6.0 – 6.8
Ogden Road	190	7.5			

The event organiser should assess the risk and address the suitability of both routes as part of the risk assessment considering the road width, number of bicycles, traffic volume and bicycles travelling close to the edge of the sealed travelling lane.

It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service. A Traffic Management Plan (TMP) and a Traffic Control Plan (TCP) needs to be submitted to Council and the RTA for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation.

A copy of the application as submitted by the event organiser is contained within Appendix 3, attached with this report.

RECOMMENDATION:

That:

1. The Bicycle Racing Events planned for 2007 by Parramatta Cycling Club along Route 1 - Oakville, be classified as a "Class 2" Special Event and Route 2 - East Kurrajong, be classified as a "Class 1" Special Event, under the "Traffic Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.3) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to these events, subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser obtaining approval to conduct these events, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**
- 4b. the event organiser obtaining approval from the RTA for the Route 2 - East Kurrajong event as this is a **Class 1** event;
- 4c. the event organiser **submitting a Traffic Management Plan (TMP) for the entire route of the events on Route 1 - Oakville, incorporating a Traffic Control Plan (TCP) to Council and a Traffic Management Plan (TMP) for the entire route of the event on Route 2 - East Kurrajong, incorporating a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 4d. the event organiser **submitting to Council a copy of its Public Liability Policy** in an amount not less than \$10,000,000 **noting Council and the Roads and Traffic Authority as an interested parties on the Policy** and that Policy to cover **both on-road and off-road activity;**
- 4e. the event organiser advertising all the events on Route 1 -Oakville and Route 2 - East Kurrajong in the local press stating the entire routes of the events and the traffic impact due to the events two weeks prior to the events; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4f. the event organiser notifying the details of the events to NSW Ambulance, NSW Fire Brigades / Rural Fire Service and SES at least two weeks prior to the events;

- 4g. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the events at least two weeks prior to the events;
- 4h. the event organiser assessing the risk and addressing the suitability of the routes as part of the risk assessment considering the possible risks for competing bicycles travelling close to the edge of sealed section of the roads in both Routes considering the current condition of the carriageway edge; This assessment should be carried out by visual inspection of the routes / site by the event organiser prior to preparing the TMP and prior to the events;
- 4i. the event organiser carrying out an overall risk assessment for the whole event on Route 1 - Oakville and Route 2 - East Kurrajong, to identify and assess the potential risks to spectators, participants and road users during the events and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Regulation 2000; (information for event organisers about managing risk is available on the Department of Tourism, Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4j. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council; (Separate forms for Route 1 - Oakville and Route 2 - East Kurrajong)

During the event:

- 4k. access being maintained for businesses, residents and their visitors;
- 4l. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- 4m. the cyclists are aware of and are following all the general road user rules while cycling on public roads;
- 4n. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the events along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4o. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the events; and,
- 4p. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity.

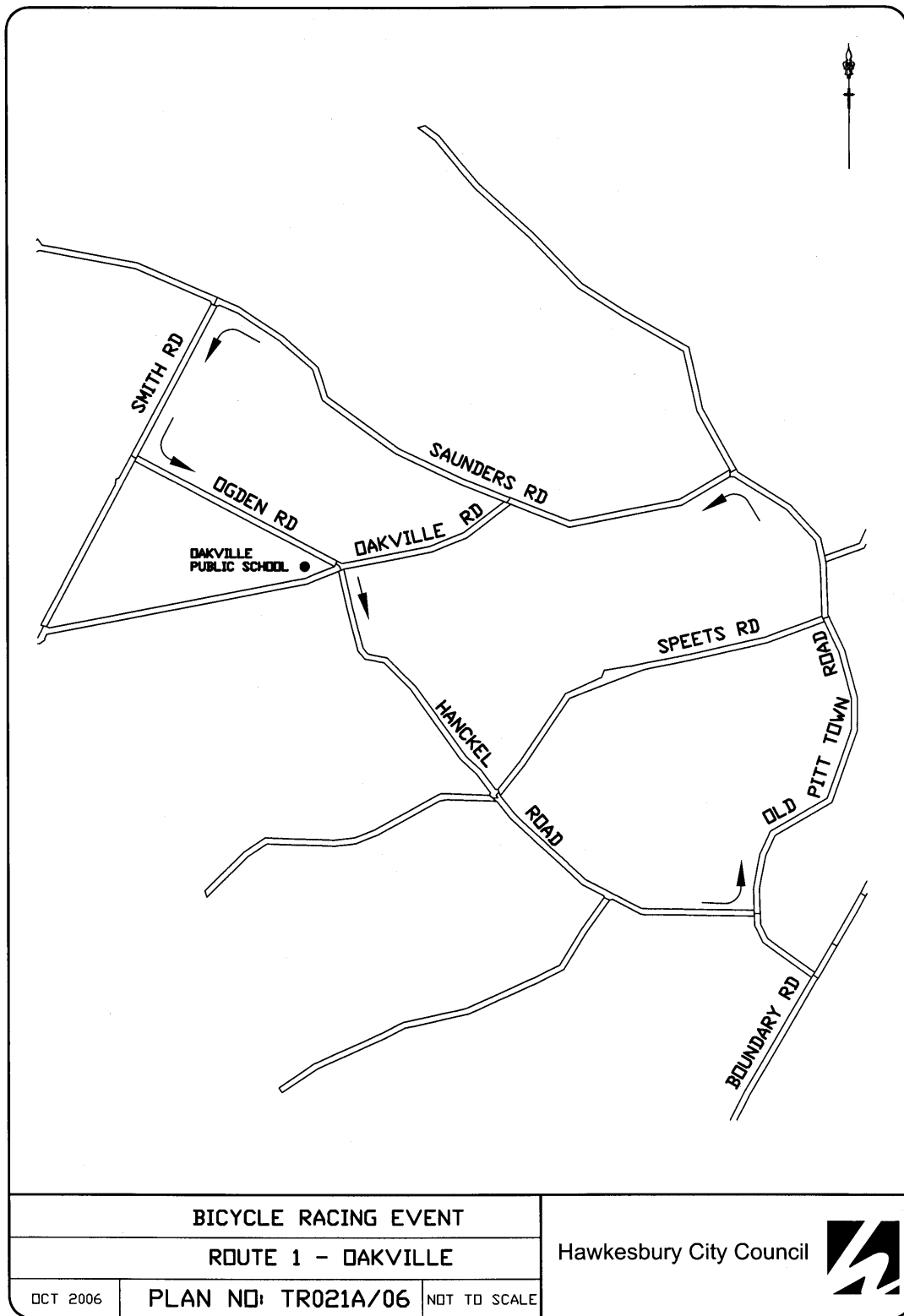
APPENDICES:

AT - 1 Bicycle Racing Event, Route 1 - Oakville, Plan TR021A/06

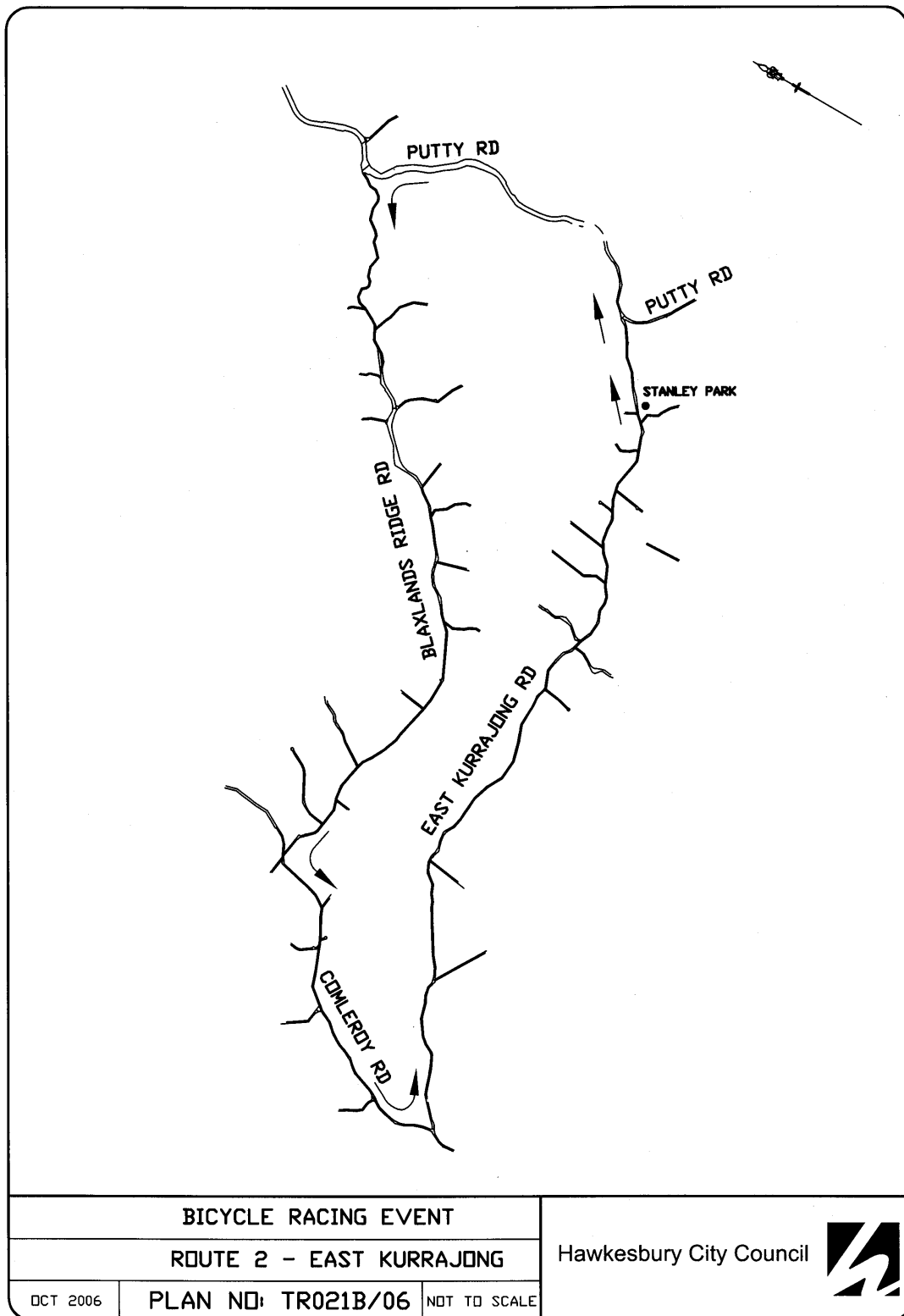
AT - 2 Bicycle Racing Event, Route 2 - East Kurrajong, Plan TR021B/06

AT - 3 Special Event Application - (Dataworks Document No. 2346384) - *see attached.*

APPENDIX - 1 Bicycle Racing Event, Route 1 - Oakville, Plan TR021A/06



APPENDIX - 2 Bicycle Racing Event, Route 2 - East Kurrajong, Plan TR021B/06



ITEM: 2.3 **LTC - 22 November 2006 - Item 2.3 - Application for Final Approval: Hawkesbury Triathlon Club Races July 2006 - June 2007 (Hawkesbury & Londonderry) - (80245, 89093)**

REPORT:

Introduction:

An application to undertake Triathlon and Duathlon races by the Hawkesbury Triathlon Club generally on the last Sunday of each month from July 2006 to June 2007, utilising Deerubbun Park as a base area, was reported to the Local Traffic Committee on 17 May 2006. The recommendations of the Local Traffic Committee, as part of the Initial Approval, was adopted by Council on 30 May and is listed below.

"That:

A. Road/River Matters

1. The event planned for:

2006

Sunday July 30 2006 Duathlon 8.30 - 10.00am
 Sunday August 20 2006 Duathlon 8.30 - 10.00am
 Sunday September 24 2006 Triathlon 7.30 - 9.00am
 Sunday October 29 2006 Triathlon 7.30 - 9.00am
 Sunday November 26 2006 Triathlon 7.30am - 9.00am
 Sunday December 17 2006 Triathlon 7.30am - 9.00am

2007

Sunday January 28 2007 Triathlon 7.30 - 9.00am
 Sunday February 25 2007 Triathlon 7.30 - 9.00am
 Sunday March 25 2007 Triathlon 7.30 - 9.00am
 Sunday April 29 2007 Triathlon 7.30 - 9.00am
 Sunday May 27 2007 Duathlon 8.30 - 10.00am
 Sunday June 24 2007 Duathlon 8.30 - 10.00am

be classified as a "Class 2" special event under the "Traffic Management for Special Events" guidelines issued by the RTA.

- 2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.*
- 3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.3) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.*
- 4. No objection be held to this event subject to compliance with the following conditions:*

Prior to the event:

- a. the event organiser obtaining the relevant approval to conduct this event from the Waterway Authority; **A copy of this approval be submitted to Council;***
- b. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;***

- c. the event organiser **submitting a Traffic Management Plan (TMP) for the entire route incorporating a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- d. as the event will traverse Rickaby's Creek Bridge the event organiser to **submit to Council a copy of its Public Liability Policy** in an amount not less than \$20,000,000 **noting Council and the Roads and Traffic Authority as interested parties on the Policy**; and that Policy to **cover both on-road and off-road activity**;
- e. the event organiser advertising the event in the local press stating the entire route of the event and the traffic impact due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- f. the event organiser notifying the details of the event to the NSW Ambulance service, NSW Fire Brigades / Rural Fire Service and SES at least two weeks prior to the event;
- g. the event organiser directly notifying all the residences and businesses affected by the event at least two weeks prior to the event;
- h. the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Regulation 2000; (information for event organisers about managing risk is available on the Department of Tourism, Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- i. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- j. access being maintained for businesses, residents and their visitors;
- k. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- l. the runners/cyclist are aware of and are following all the general road user rules whilst running/cycling on public roads;
- m. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- n. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
- o. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of each day's activity.

B. Reserve Matters

No objection is held to use of Deerubbun Park subject to compliance with the following conditions:

- 1. the applicant obtaining approval from Hawkesbury Sports Council to use of Deerubbun Park;
- 2. The park is to be left clean and tidy with your organisation responsible for collection and disposal of all rubbish; the applicant is required to pay to Council a refundable bond of \$150.00 less any cost incurred by Council, administrative or otherwise, to clean/restore the area;

3. *Any building, vehicle or stall that is used for preparation of food for public consumption is to comply with Council's "Information for Food Stall Holders" brochure; this information and any related food and public health information can be obtained by contacting Council's Environmental Health Officer on 4560 4553;*
4. *Noise is to be kept to a reasonable level, with all amplified sound less than 5d(B)a above ambient level;*
5. *the event manager/applicant must undertake also a Risk Assessment of the event to be conducted including pre-event preparations; this assessment must identify potential hazards and the procedures that need to be implemented to eliminate or control those hazards; the event manager/applicant is responsible for ensuring that procedures are followed and that they comply with the requirements of the Occupational Health and Safety Regulations 2001;*
6. *Garbage bins can be provided for your event at a cost of \$113.25 (GST Inclusive) per 10 large sulo bins plus the emptying fee of \$6.35 per bin; confirmation of these details is required in writing before 7 October 2006 to enable appropriate arrangements to be made;*
7. *If your organisation requires keys, a deposit of \$25 is requested at time of key collection. This deposit will be refunded on return of key.*

Discussion:

The event organiser has submitted information in order to obtain **Final Approval**. Refer to Appendix 1.

A. Road/River Matters

Condition 4 (a): Complied

Condition 4 (b): Complied

Condition 4 (c): Provided: the TMP and TCP has been provided, however the TCP does not demonstrate preparation by an accredited person nor does it provide specific detail in relation to distances, sign legend etc.

Condition 4 (d): Complied

Condition 4 (e): Complied

Condition 4 (f): Complied, No documentation provided.

Condition 4 (g): To be Complied

Condition 4 (h): Provided, as contained within TMP however TCP does not demonstrate preparation by an accredited person nor does it provide specific detail in relation to distances, sign legend etc.

Condition 4 (i): Complied

B. Reserve Matters

Condition 1: Complied

Condition 5: Provided

Due to the timing of the approval process and the event organiser undertaking the relevant approvals from various authorities, the events listed from July 2006 to November 2006 fall outside of this approval process. Namely the dates and times as listed below:

2006

Sunday July 30 2006 Duathlon 8.30 - 10.00am

Sunday August 20 2006 Duathlon 8.30 - 10.00am

Sunday September 24 2006 Triathlon 7.30 - 9.00am

Sunday October 29 2006 Triathlon 7.30 - 9.00am

Sunday November 26 2006 Triathlon 7.30am - 9.00am

RECOMMENDATION:

That no objection be held to the Triathlon and Duathlon races by the Hawkesbury Triathlon Club generally on the last Sunday of each month as listed below:

2007

Sunday January 28 2007 Triathlon 7.30 - 9.00am
Sunday February 25 2007 Triathlon 7.30 - 9.00am
Sunday March 25 2007 Triathlon 7.30 - 9.00am
Sunday April 29 2007 Triathlon 7.30 - 9.00am
Sunday May 27 2007 Duathlon 8.30 - 10.00am
Sunday June 24 2007 Duathlon 8.30 - 10.00am

utilising Deerubbun Park as a base area, and Final Approval be granted subject to compliance with the following conditions:

A. Road/River Matters

Prior to the event

- a) the event organiser **submitting a Traffic Control Plan (TCP) to Council and the RTA by 15 December 2006**, for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation.
- b) The event organiser directly notifying all the residences and businesses affected by the event at least two weeks prior to the event.

During the event

- c) access being maintained for businesses, residents and their visitors;
- d) all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- e) the runners/cyclist are aware of and are following all the general road user rules whilst running/cycling on public roads;
- f) in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- g) the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
- h) all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of each day's activity.

B. Reserve Matters

- i) The park is to be left clean and tidy with your organisation responsible for collection and disposal of all rubbish; the applicant is required to pay to Council a refundable bond of \$150.00 less any cost incurred by Council, administrative or otherwise, to clean/restore the area;
- j) Any building, vehicle or stall that is used for preparation of food for public consumption is to comply with Council's "Information for Food Stall Holders" brochure; this information and any

related food and public health information can be obtained by contacting Council's Environmental Health Officer on 4560 4553;

- k) Noise is to be kept to a reasonable level, with all amplified sound less than 5d(B)a above ambient level;
- l) Garbage bins can be provided for the event at a cost of \$113.25 (GST Inclusive) per 10 large sulo bins plus the emptying fee of \$6.35 per bin; confirmation of these details is required in writing 3 weeks prior to the event to enable appropriate arrangements to be made;
- m) If your organisation requires keys, a deposit of \$25 is requested at time of key collection. This deposit will be refunded on return of key.

APPENDICES:

AT - 1 Special Event Application - Hawkesbury Triathlon Club Races 2006 - 2007 (Dataworks Doc. No. 2364227) - *see attached*.

ITEM: 2.4 LTC - 22 November 2006 - Item 2.4 - Paget Street, Richmond - Proposed Alterations to Parking (Londonderry) - (80245, 77088)

REPORT:

Representations have been received from the Centre Management of Richmond Market Place, Richmond requesting that consideration be given to the introduction of "No Stopping" zones on either side of the existing driveways leading to Paget Street from the Shopping Centre.

Paget Street is a 170m long, local street bordering the Richmond Market Place between Windsor Street and Lennox Street. The width of the carriageway between the kerbs is approximately 13m. The current regulatory speed limit is 50kph.

The horizontal and vertical alignment is straight and flat respectively for this section of Paget Street. The RTA Accident Data Base indicates three (3) minor accidents concerning the driveways during the period from January 2000 to December 2003. Traffic volumes of 4228 ADT were recorded in 2004.

Details of the Four (4) Driveways leading up to Paget Street as follows:

Driveway	Access Detail	Access Condition	Visibility of vehicles entering Paget Street	Driveway Width(m)
DV1	Uncovered car park access	Same level access from Paget Street	Existing "No Stopping" zone up to 6m on Southern Side	9.3
DV2	Underground Car park Access	Ramp down from Paget Street	Existing "No Stopping" zone up to 6m on either side	9.0
DV3	Uncovered Loading Bay	Minor ramp up from Paget Street	No "No Stopping" Zones	6.5
DV4	Uncovered Car Park Access	Ramp up from Paget Street	Existing "No Parking" zone on the Northern side	9.4

Given the speed limit on this section of the road is 50kph, introducing 6m long "No Stopping" zones on both sides of the driveways wherever applicable, will provide adequate clearance to improve visibility for exiting vehicles from the car parks.

During a site investigation, it was observed that visibility for vehicles leaving the driveways on Paget Street are obstructed by the adjacent parked vehicles. This is evident for vehicles exiting all 4 Driveways (DV1, DV2, DV3 and DV4). The parked vehicles are in all day parking spaces.

The distance between Driveway 2 (DV2) and Driveway 3 (DV3) is approximately 18 metres. As a result of implementing 6.0 metre "No Stopping" zones between these driveways, there will be a residue of 6.0 metres remaining (1 parking space). It would be appropriate to make the full length, between DV2 and DV3 a "No Stopping" Zone. This will eliminate a vehicle parking in this 6.0 metre zone that could overhang the zone and compromise the effective sight distance.

Along the property line between DV2 and DV3 is a well established hedge which restricts driver visibility of pedestrians when exiting DV2. It would be appropriate for the Centre management to remove this hedge.

The introduction of "No Stopping" zones will reduce the street parking capacity by five parking spaces. Alternative street parking is available in the surrounding streets. The total number of parking spaces available in the Richmond Market Place is 932. The reduction of five parking spaces will not have a significant impact on the parking capacity of the Richmond Market Place.

RECOMMENDATION:

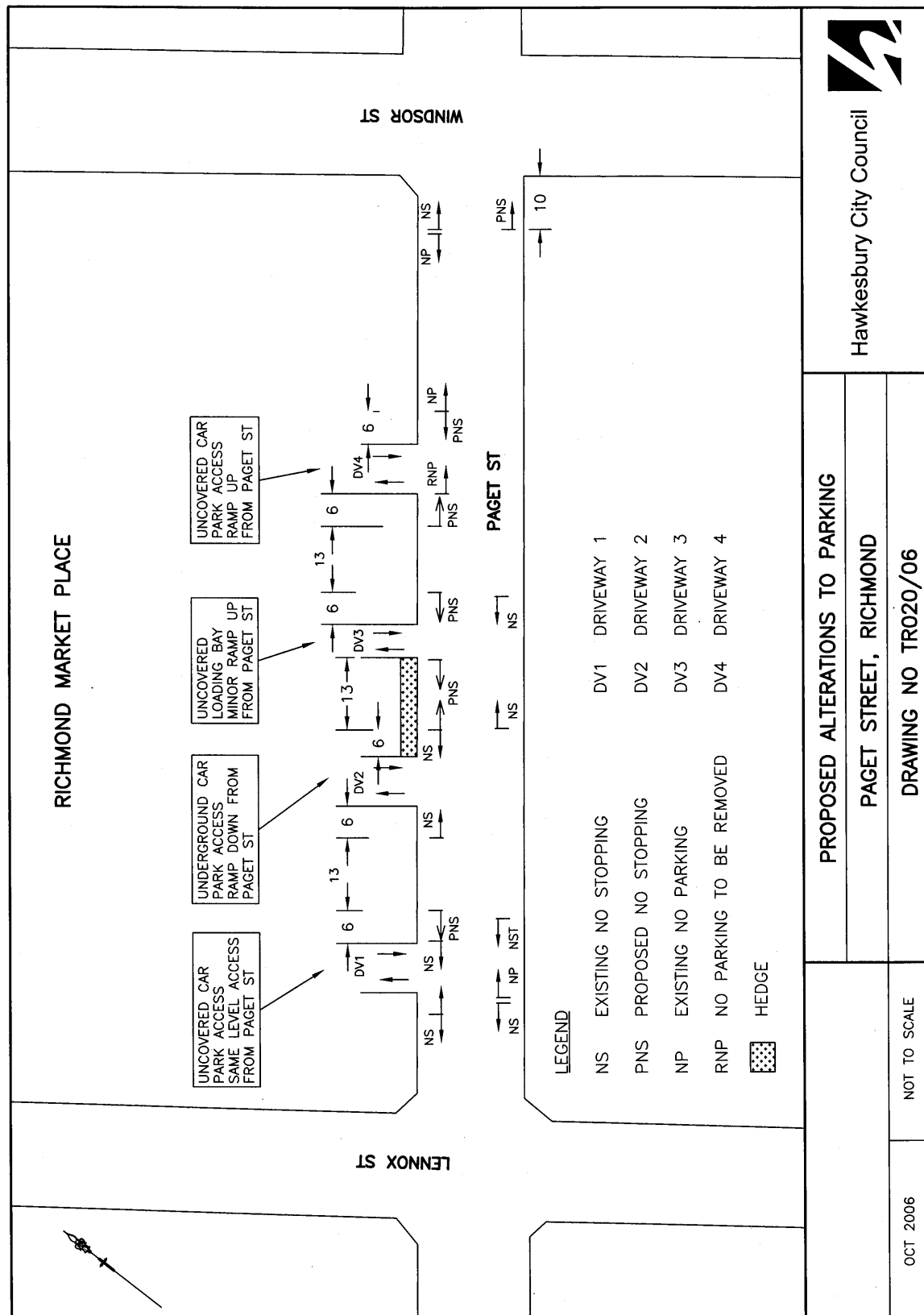
That:

1. the following measures be undertaken in Paget Street in accordance with Plan TR020/06:
 - a. a 6 metre "No Stopping" zone be created on the Northern side of Driveway 1 (DV1)
 - b. a "No Stopping" zone be created to the full length between Driveways (DV2) and (DV3)
 - c. a 6 metre "No Stopping" zone be created on the Northern side of Driveway 3 (DV3)
 - d. a 6 metre "No Stopping" zone be created on the Southern and Northern side of the Driveway 4 (DV4)
 - e. a 10 metres "No Stopping" zone be created on the Eastern side of Paget Street at its intersection with Windsor Street.
 - f. the Centre Management of Richmond Market Place be requested to remove the hedge along the property line between DV2 and DV3.
2. a report be submitted by Town Planning outlining requirements under Development Applications relating to development of the Richmond Marketplace site for a traffic control measure to be installed at the intersection of Paget and March Streets, Richmond, and the current status regarding installation of this traffic control measure.

APPENDICES:

AT - 1 Proposed Alteration Plan, Paget Street, Richmond, Plan TR020/06

APPENDIX - 1 Proposed Alteration Plan, Paget Street, Richmond, Plan TR020/06



ITEM: 2.5 LTC - 22 November 2007 - Item 2.5 - Polo Matches April 2007 - Windsor Polo Club, Richmond (Londonderry) - (80245, 74482)

REPORT:

Introduction:

An application has been received from Windsor Polo Club Inc. to conduct Polo Matches at the Windsor Polo Club, located at 33 Old Kurrajong Road, Richmond. The Polo matches are scheduled for either 1 April 2007 or 15 April 2007.

The event organiser has advised the following:

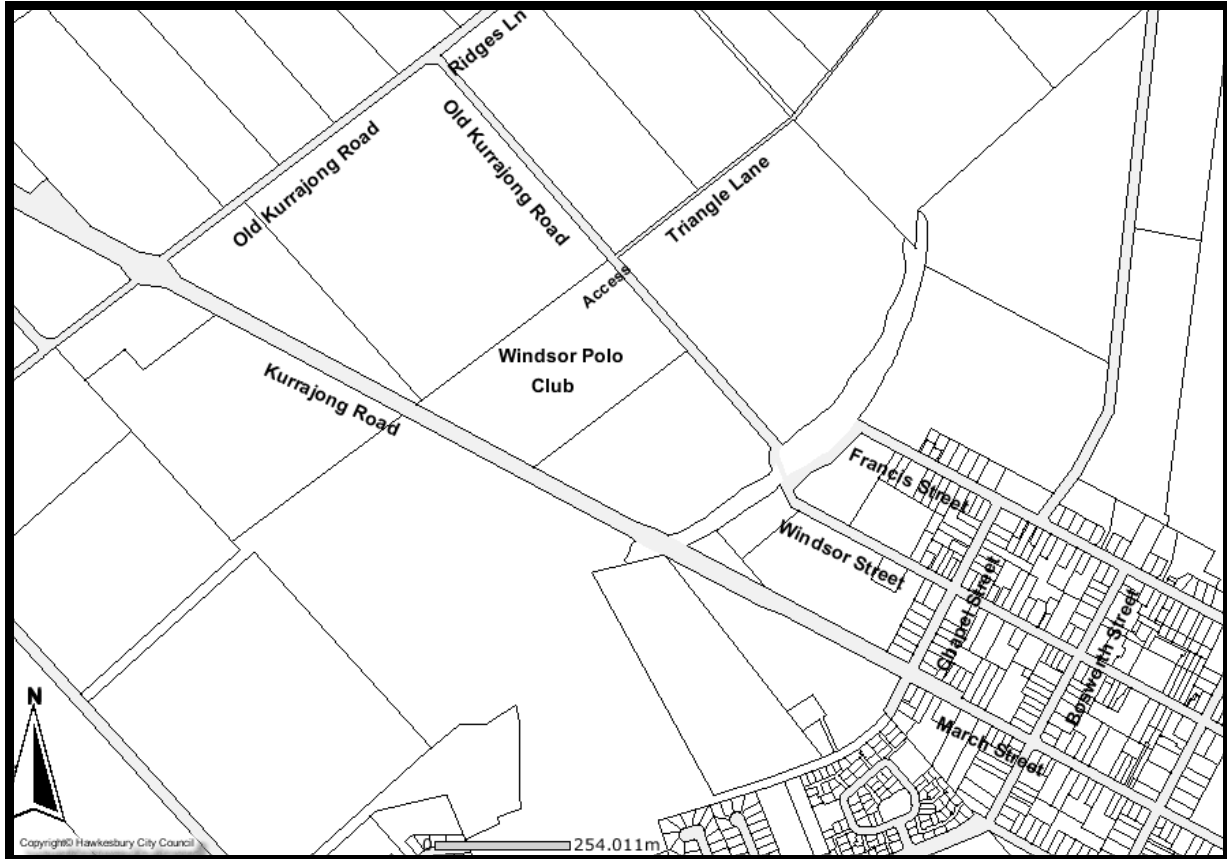
- The entire event will be held within the Windsor Polo Club.
- The event will be held between the hours of 10.00am and 5.00pm.
- Access to the Windsor Polo Club is from Old Kurrajong Road.
- 4000 participants/spectators are expected.
- 2000 vehicles are expected, which includes horse floats, with parking provided within the site.
- The main polo match will be an International between Australia and a visiting team - possibly Chile or the USA, with 2 other supporting matches.
- It is expected to have a Car vs. Horse race.

Discussion:

It would be appropriate to classify this event as a "Class 2" special event under the "Traffic Management for Special Events" guidelines issued by the Roads & Traffic Authority as this event may impact on traffic and transport systems on Kurrajong Road/March Street which is a State Road and there may be a low scale disruption to the non-event community. There will be considerable traffic turning movements during the event at the intersection of Kurrajong Road and Old Kurrajong Road as well as March Street at both Bosworth Street and Chapel Street.

The intersection of Kurrajong Road and Old Kurrajong Road is currently under review by the RTA and correspondence dated 11 April 2006 was received by Council advising that funding was being sought by the RTA to undertake further detailed design investigation.

It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service. The Application submitted by the Event Organiser is contained within Appendix 1, attached with this report. The application includes the Traffic Management Plan (TMP) however the Traffic Control Plan (TCP) submitted has not been certified.

**RECOMMENDATION:**

That:

1. The event, "Polo Matches at Windsor Polo Club", planned for either 1 or 15 April 2007, be classified as a "Class 2" special event under the "Traffic Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.3) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**

- 4b. the event organiser **submitting a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 4c. the event organiser **submitting to Council a copy of its Public Liability Policy** in an amount not less than \$10,000,000 **noting Council and the Roads and Traffic Authority as an interested parties on the Policy** and that Policy to cover **both on-road and off-road activity**;
- 4d. the event organiser advertising the event in the local press stating the entire extent of the event and the traffic impact / delays due to the event, two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4e. the event organiser notifying the details of the event to NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event;
- 4f. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event;
- 4g. the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Regulation 2000; (information for event organisers about managing risk is available on the Department of Tourism, Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4h. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- 4i. access being maintained for businesses, residents and their visitors;
- 4j. a clear passageway of at least 4 metres width being maintained at all times for emergency vehicles;
- 4k. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- 4l. in accordance with the submitted TMP and associated TCP appropriate advisory signs, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4m. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Doc. No. 2348807) - *see attached*.

ITEM: 2.6 **LTC - 22 November 2006 - Item 2.6 - Additions to Service Station - Car Wash and Cafe, Lot A DP411701, 126 Windsor Road, McGraths Hill - DA0291/06 (Hawkesbury) - (80245, 79339, 79346)**

Previous Item: 2.3, Local Traffic Committee (16 August 2006)

Mr G Hall, Town Planning Co-ordinator, and Ms C Haron, Town Planner, joined the meeting at this stage for discussion relating to this matter.

REPORT:

Introduction:

A development application has been lodged for additions to an existing service station located at Lot A DP411701, 126 Windsor Road, McGraths Hill.

The application was referred to the Local Traffic Committee of 16 August 2006, due to the location of the property at the intersection of Windsor Road and Pitt Town Road; both roads are main/arterial roads. At that meeting it was resolved that the subject application be deferred pending receipt of advice from the Roads and Traffic Authority as to whether notified road widening affecting the property is to proceed or not.

Proposal:

The additions to the service station include the construction of a car wash, café and additional car parking.

The land is located at the intersection of Windsor Road and Pitt Town Road, McGraths Hill. Two 12m wide driveways currently service the site.

Eighteen (18) additional car parking spaces have been proposed as per the attached plan.

The application is supported by a an 'Assessment of Traffic and Parking Implications', prepared by Transport and Traffic Planning Associates, Ref 0607, dated April 2006 A copy of which was presented to the Local Traffic Committee on 16 August 2006 (Dataworks Doc. No. 2310856).

Traffic Issues:

The application was referred to the Roads and Traffic Authority, who provided the following comments:

"The RTA has reviewed the development application and raises no objection to the subject development on road safety and/or traffic efficiency grounds. However, the following comments are provided for Council's consideration in its determination of the development application:

1. *The subject property is affected in the manner illustrated by red colour on the attached plan by a Road Widening Order under Section 25 of the Roads Act, 1993, as published in Government Gazette No 26 of 6 march, 1964.*

Therefore the RTA would raise no objections on Property grounds to the subject application provided any new buildings or structures are erected clear of the land required for road.

2. *Safety concerns currently exist with regard to the occasional vehicle exiting the site and cutting across the intersection to gain access to Pitt Town Road. To discourage patrons from performing this manoeuvre, the existing "Left Turn Only" signage (within the site) should be repositioned as close as possible to the exit driveway crossing and angled perpendicular to vehicles egressing the driveway crossing.*
3. *The Car Wash facility is to be appropriately managed to ensure that vehicles do not queue back and affect the normal operations of the Service Station.*

Therefore a condition should be imposed requiring attendants to actively manage the Car Wash Area to Council's satisfaction.

4. *Off-street parking associated with the proposed development (such as the aisle widths, aisle lengths, parking bay dimensions, turning paths, sight distance requirements, etc) shall be designed in accordance with AS 2890.1 -2004.*
5. *The proposed business identification signage must not have/use:*
 - *Flashing lights;*
 - *Electronically changeable messages;*
 - *Animated displays that hold a drivers attention beyond a "glance appreciation";*
 - *Displays resembling traffic signs or signals; and*
 - *A method and level of illumination that distracts or dazzles.*
6. *Stormwater requirements.*
7. *All works/regulatory signposting associated with the development will be carried out at no cost to the RTA."*

Given the above response, it is concluded that the RTA will require the road widening affecting the property at some point in the future, given their requirements in respect to new development.

Concern has been raised in respect to safety when entering and exiting the site given the location of access and the intersection of Windsor Road with Pitt Town Road. There has been concern in relation to the 80kph speed limit in this area. Additional traffic movements at this location will increase the risk of collision with vehicles accessing/egressing the site.

Senior Constable G Crawford retired from the meeting during the course of discussion of this matter.

Mr G Hall and Ms C Haron retired from the meeting at the end of discussion of this matter.

RECOMMENDATION:

That:

1. the application not be supported at the present time given east/north traffic manoeuvres through the signalised intersection on egress from the development but that the applicant be requested to submit a further plan detailing treatment of the western driveway to ensure vehicles turn left on egress, as well as the applicant exploring alternate ingress/egress from the rear of the site onto Mulgrave Road; and,
2. the Roads and Traffic Authority be requested to reconsider reduction of the speed limit from 80kph to 60kph on Windsor Road from South Creek bridge to the eastern end of Windsor High School/ McGrath Road intersection.

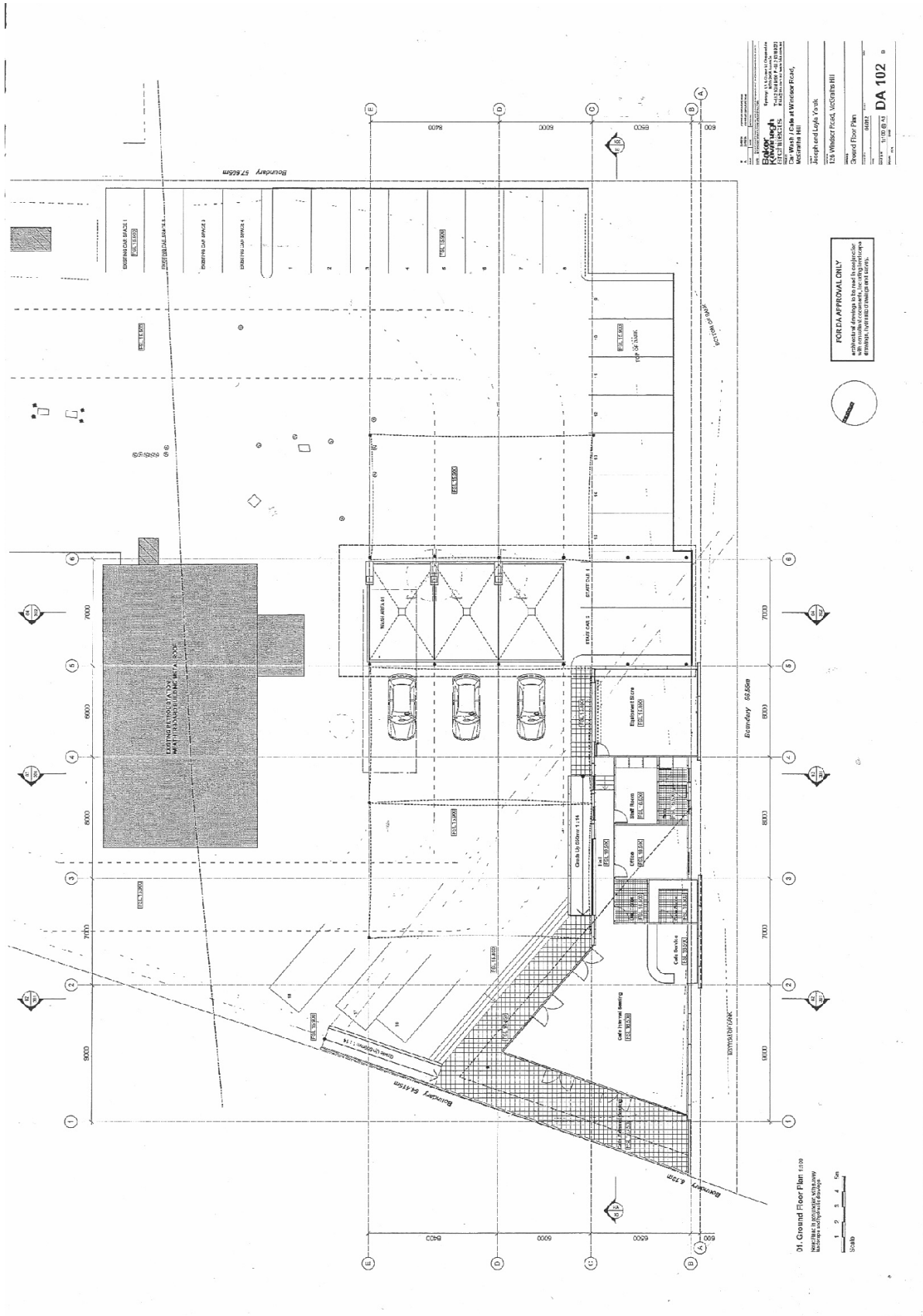
APPENDICES:

AT - 1 Plan No. DA 102 - Proposed Car Wash/Café at Windsor Road, McGraths Hill.

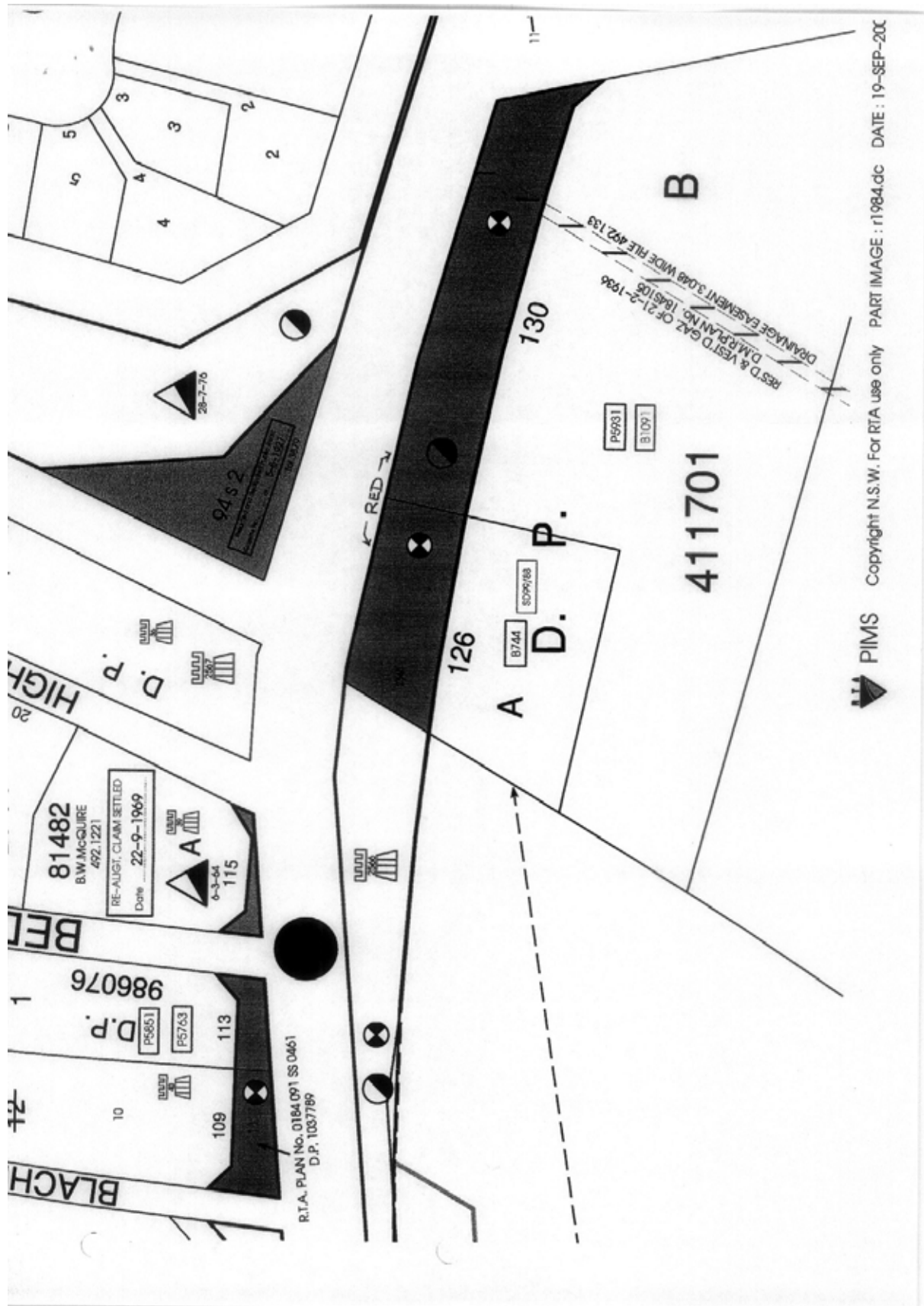
AT - 2 Plan for Road Widening - Windsor Road, McGraths Hill (Dataworks Doc.No. 2366305)

ORDINARY MEETING - Supplementary
Reports of Committees

APPENDIX 1 - Plan No. DA 102 - Proposed Car Wash/Café at Windsor Road, McGraths Hill



APPENDIX 2 - Plan for Road Widening - Windsor Road, McGraths Hill



ITEM: 2.7 **LTC - 22 November 2006 - Item 2.7 - Pirasta/Windsor Riverview Shopping Centre - George Street Pedestrian Crossing relocation and Parking changes (Hawkesbury) - (80245, 8736)**

Previous Item: Item 2.5, LTC (19 July 2006)

REPORT:

The proposed relocation of the George Street pedestrian crossing from its current location adjacent to the former Colonial Arcade to its new location approximately 30 metres north, was reported to the Local Traffic Committee on 19 July 2006.

The report and recommendation of the Local Traffic Committee was adopted by Council on 8 August 2006 and is listed below:

"Correspondence has been received from Pirasta Pty Ltd, in relation to the construction of the Windsor Riverview Shopping Centre, to relocate the existing pedestrian crossing to a position approximately 30 metres in a northerly direction to the main entrance of the centre. The proposed relocation includes a narrowing on both sides of George Street to facilitate pedestrian access.

The existing crossing is located directly adjacent to what was the Colonial Arcade which gave direct access to what was the Hollands Paddock Carpark to George Street. It would seem appropriate now that the site, including the Colonial Arcade, has been redeveloped with access from the carpark via lift and travelator being directed towards the new entrance to the shopping centre, that the pedestrian crossing be relocated to this point.

RECOMMENDATION:

That approval in principle be granted to the existing pedestrian crossing in George Street, Windsor, being relocated approximately 30 metres in a northerly direction to the main entrance to the Windsor Riverview Shopping Centre as shown on Project No.1859 Drawing No.GD201, Issue P4, dated March 2006, and all necessary regulatory signage be put in place subject to the applicant:

- 1. Submitting a detailed plan of the precinct bounded by Fitzgerald/Suffolk/New/ George Streets and The Terrace showing:*
 - a. all proposed parking/regulatory/advisory signage;*
 - b. general traffic manoeuvres within that precinct and particularly addressing access/departure manoeuvres to/from the Centre;*
 - c. all public access points, whether pedestrian/vehicular, particularly in relation to the carpark incorporated within the centre;*
 - d. loading docks including entry/exit points; and*
- 2. Liaising with local bus and taxi companies regarding the proposed changes and submitting to Council a copy of the concurrence by each service provider."*

In line with the information required to address the changes in parking within this precinct as well as the relocation of the existing pedestrian crossing, the applicant has submitted 2 drawings depicting the existing parking arrangements and the proposed parking arrangements (refer to Appendices). The applicant

advises that upon principal approval being granted for the changes in parking arrangements for the shopping centre precinct, a detailed Engineering Plan will be formulated to outline the specific details.

The changes to the street parking will result in a nett loss of approximately 8 parking spaces as advised by the applicant. This is offset by the parking provided within the complex which is in the order of 330 parking spaces. The applicant further advises that the allocated parking within the complex exceeds the minimum requirements of the development application by approximately 50 parking spaces.

The proposed opening for Windsor Riverview Shopping Centre is scheduled for 9 December 2006.

RECOMMENDATION:

That the parking arrangements for the Windsor Riverview Shopping Centre precinct bounded by Fitzgerald/Suffolk/New/George Street as shown on drawing "Proposed Local Street Management Dec 2005 - Project No. 1859/L.S.M. 01 dated 20 November 2006" - as amended, be approved in principal subject to the applicant:

1. submitting a detailed Engineering Plan, prepared and certified by a qualified traffic engineer, fully dimensioned and detailed (minimum 'No Stopping' zones at the pedestrian crossing to conform with the Australian Standards);
2. submitting a lighting proposal for the relocated pedestrian crossing in accordance with the Australian Standards;
3. liaising with local bus and taxi companies regarding the proposed changes and submitting to Council a copy of the concurrence by each service provided;
4. meeting all costs associated with changes to parking, street lighting and infrastructure, resulting from these works.

APPENDICES:

AT - 1 Windsor Development Site - Drawing: Proposed Local Street Management Dec 2005 - Project No. 1859/L.S.M. 01 dated 20 November 2006 (*To be Displayed*)

AT - 2 Windsor Development Site - Drawing: Existing Local Street Management Dec 2005 - Project No. 1859/L.S.M. 01 dated 20 November 2006 (*To be Displayed*)

SECTION 3 - Reports for Information

ITEM: 3.1 **LTC - 22 November 2006 - Item 3.1 - Installation of the School Speed Zone Alert System at Pitt Town Public School - (80245, 73625, 36556)**

REPORT:

Correspondence has been received from the Roads and Traffic Authority (Dataworks Doc No. 2368850) in relation to the proposed installation of the school speed zone Alert System at Pitt Town Public School.

The correspondence advises in part:

"The NSW Government has strong commitment to improving the safety of children on and around our roads.

On 21 May 2006 the Minister announced a comprehensive road safety package for NSW schools. The package included new electronic school speed zone alert systems.

The 40 km/hr school speed zone on Buckingham Street outside Pitt Town Public School, as part of the Minister's commitment to fast track 100 school sites, will shortly commence construction. The actual installation of the various systems should occur between 6th November and 8th December 2006. the sites were selected on the basis of hazard index applied to all schools across New South Wales which incorporates accident history at the site, exposure measures for child pedestrians and any improvements already implemented in the school environment.

All school speed zone alert systems represent traffic control facilities and as such the RTA has the authority under Section 87 of the Roads Act (1993) to install these devices on any road in New South Wales. Details of the type of technology to be constructed and the construction schedule will be provided to council via traffic committee by the RTA representative."

RECOMMENDATION:

That the RTA consider the installation of the School Speed Zone Alert System to ALL schools within the Hawkesbury LGA.

APPENDICES:

There are no supporting documents for this report.

ITEM: 3.2 LTC - 22 November 2006 - Item 3.2 - Bells Line of Road/Grose Vale Road/Terrace Road Intersection, North Richmond - Intersection issues - (80245, 73625)

REPORT:

In reference to Item 4.1 of the Local Traffic Committee held on 21 June 2006, the Roads and Traffic Authority was requested to investigate in part, traffic issues related to the intersection of Bells Line of Road, Terrace Road and Grose Vale Road arising from:

- a) vehicles turning east from Grose Vale Road onto Bells Line of Road conflicting with vehicles having advanced too far into the right turn holding bay from Bells Line of Road north-bound onto Terrace Road; and
- b) vehicles wishing to access the right-turn holding bay on Bells Line of Road to undertake north-bound manoeuvre onto Terrace Road having to cross barrier line into east-bound lanes to access the holding bay due to queued traffic.

Correspondence has been received from the Roads and Traffic Authority (Dataworks Doc. No. 2365286) advising:

"I refer to your letter dated 21st August 2006, regarding Council's resolution of 11th July 2006, requesting the Authority to conduct an investigation of the abovementioned signalised intersection. A site investigation has concluded with reference to your two chief concerns.

This intersection underwent a major reconstruction during November/December 2004.

Prior to determining the lengths of the turning bays and allocation of lanes the Authority conducted public consultation with Council and the adjacent business owners, whereby concerns were noted. Where possible the design parameters were modified to meet the expectations of the community. The current turning bay lengths, lane allocation, and regulatory signposting regimes fulfil required design parameters.

According to the traffic control signal phasing of this intersection (which divides the two movements into separate phases), the motorists wanting to turn right from the Bells Line of Road into Terrace Road have stopped beyond the holding lines and are therefore in breach of the Australian Road Rules. These rules are enforced by the Police Service. The Authority considers the holding lines to be appropriately positioned for the geometry of this intersection and does not consider alterations necessary.

As you may be aware, traffic control signals adapt to changes in traffic flow throughout the day. During peak period traffic flows, traffic control signals are able to maximise the efficiency of traffic flows along both the local and state road networks by assigning appropriate phasing times to individual turning movements at intersections. Unwarranted alterations to traffic control signal phasing (e.g to increase the time of one movement over another) would significantly erode this efficiency.

Furthermore, an examination of the last three-year accident statistics illustrates a marked decline in accident numbers following the abovementioned reconstruction.

The Authority will continue to monitor this intersection, however currently considers further alteration to this site to be unnecessary, and advises Council to request Police enforcement of those matters outlined above."

RECOMMENDATION:

That this matter be referred back to the Roads and Traffic Authority for investigation and advice regarding the Committee's prior resolution dated 21 June 2006.

APPENDICES:

There are no supporting documents for this report.

ITEM: 3.3 LTC - 22 November 2006 - Item 3.3 - Local Traffic Committee 2007 Calendar - (80245)

REPORT:

The following Local Traffic Committee 2007 Calendar is submitted for information of Members and notation of personal diaries:

17/1/2007

21/2/2007

21/3/2007

18/4/2007

16/5/2007

20/6/2007

18/7/2007

15/8/2007

19/9/2007

17/10/2007

21/11/2007

RECOMMENDATION:

That the information be received.

APPENDICES:

There are no supporting documents for this report.

SECTION 4 - General Business

ITEM: 4.1 LTC - 22 November 2006 - Item 4.1 QWN - March Street, Richmond (80245)

Councillor B Bassett

REPORT:

Advised of representations received regarding pedestrian/traffic conflict on March Street, Richmond in the vicinity of Paget Street and enquired as to possibility of a pedestrian crossing at that location.

RECOMMENDATION:

That investigation, including a Pedestrian Vehicle (PV) count, be undertaken regarding the possibility of the installation of a pedestrian crossing at that location.

ITEM: 4.2 LTC - 22 November 2006 - Item 4.2 QWN - Guide Signs, North Richmond - (80245)

Mr W Timmerman

REPORT:

Advised of representations received regarding lack of green/white guide signs at the intersection of Bells Line of Road/Grose Vale Road/Terrace Road, North Richmond.

RECOMMENDATION:

That the Roads and Traffic Authority be requested to install guide signs as requested at the subject location.

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on 17 January 2006 at 3.00pm in the Large Committee Rooms.

The Chairman thanked all members of the Committee as well as administrative support staff for their contribution and assistance during the past year and wished all a safe and prosperous Christmas and New Year.

The meeting terminated at 5:00pm.

oooO END OF REPORT Oooo



ordinary
meeting

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