

CUMBERLAND COUNCIL



Cumberland Traffic Committee

Minutes

Agenda

7 August 2019



CUMBERLAND
COUNCIL

CUMBERLAND TRAFFIC COMMITTEE

HELD IN ADMINISTRATION BUILDING , 16 MEMORIAL AVENUE, MERRYLANDS
ON WEDNESDAY, 7 AUGUST 2019 AT 9:30 AM

ATTENDANCE & APOLOGIES

Attendance:

Cumberland Council - Clr Paul Garrard (Chair)
 Mr Siva Sivakumar - Manager Engineering and Traffic
 Mr Soma Somaskanthan – Team Leader, Transport & Traffic
 Mr Ashur Toma –Traffic Engineer

Roads & Maritime Services (RMS) - Mr Ryan Horne
 Mr Ram Sritharan

Local Member for Auburn – Representative Clr George Campbell
Local Member for Granville – Representative – Mr Chris Worthington
Local Member for Prospect – Representative – Clr Suman Saha

State Transit Authority – Mr Egwin Herbert
Transit Systems - Mr Asith Nagodavithane
CDC Hills Bus

APOLOGIES:

NSW Police Force, Auburn Police Area Command (PAC) – Const. Reema Fajloun
Email concurrence was received from the representative.

NSW Police Force, Cumberland Police Area Command (PAC) –

Local Member for Fairfield – No representative was present.

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Items by State Electorate and Police Local Area Command

Item #	Title	Page No.	Electorate				Police Area Command (PAC)	
			Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-19-141	Disclosure of Pecuniary Interest		X	X	X	X	X	X
CTC-19-142	Dudley Street, Pritchard Street, Mary Street And Northcote Street, Auburn – Proposed 'No Stopping' Signs And BB Line Marking	1				X		X
CTC-19-143	Buran Road, Pemulwuy – Request For Speed Humps	3			X		X	
CTC-19-144	Wellington Road, Auburn – Proposed Extension Of 'No Stopping' Sign	5				X		X
CTC-19-145	Wellington Road, Auburn - Modification to the lane configuration	7				X		X
CTC-19-146	Rhodes Avenue & Salisbury Road, Guildford - Proposed "No Stopping" restrictions at the intersection	9		X			X	
CTC-19-147	Lisk Road & Butler Road, Pemulwuy - proposed intersection treatment	11			X		X	
CTC-19-148	Mombri Street and Railway Terrace - Proposed No Stopping restrictions	13		X			X	
CTC-19-149	Blaxcell Street and Chiswick Road - Proposed "No Stopping" restrictions at the intersection	15				X	X	
CTC-19-150	Randle Street, Granville - Proposed Treatment at Boomerang Road & Binnalong Street intersections	17		X			X	
CTC-19-151	Pritchard Street And Alice Street, Auburn – Request For The Installation Of 'No Stopping' Signs	19				X		X
CTC-19-152	Veron Street, Wentworthville – Proposed 'Bus Zone' Signs	21			X		X	
CTC-19-153	Enid Avenue & Memorial Drive, Granville - Proposed Raised Threshold on Enid Avenue at the Intersection	23		X			X	
CTC-19-154	Marian Street, Guildford – Assessment Of Traffic Conditions	26		X			X	
CTC-19-155	Yarram Street, Lidcombe – Assessment Of Traffic Conditions	30				X		X
CTC-19-156	Henry Street, Lidcombe – Parking & Traffic Concerns	39				X		X
CTC-19-157	Elm Road & North Street, Auburn - Proposed "No Stopping" restrictions at the intersection	44				X		X
CTC-19-158	Guildford Road & Clyde Street, Guildford West - Proposed "No Stopping" restrictions at the intersection	46		X			X	
CTC-19-159	Military Road, Guildford - Proposed pedestrian crossing - Signs and Marking Plan	48		X			X	
CTC-19-160	John Street and Childs street, Lidcombe - proposed Roundabout	56				X		X
CTC-19-161	Benaud Street, Greystanes - Relocation of "No Stopping" sign	59			X		X	
CTC-19-162	Mary Street, auburn - Request for the installation of Bus Zone signs	61				X		X
CTC-19-163	Denmark Street & Myall Street, Merrylands - Intersection treatment	63		X				X
CTC-19-164	Cumberland Road and Albert Street Roundabout - Proposed speed cushions on the approaches.	66				X		X
CTC-19-165	Rita Street, Merrylands - Traffic conditions	68		X			X	
CTC-19-166	Lane Street And Veron Street, Wentworthville – Proposed Roundabout	71		X			X	
CTC-19-167	Webb Street, Merrylands - Speeding concerns	75		X			X	
CTC-19-168	Old Prospect Road & Grafton Road - Proposed "No Stopping" restrictions at the intersection	78		X			X	
CTC-19-169	Excelsior Street, Guildford - Request for No Parking outside school	80		X			X	
CTC-19-170	Myee Street, Merrylands – Proposed 'Bus Zone' Signs	82		X			X	

Item #	Title	Page No.	Electorate				Police Area Command (PAC)	
			Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-19-171	Dennistoun Avenue, Guildford West – Proposed Speed Humps	84		X			X	
CTC-19-172	Memorial Avenue, Merrylands - Modification to existing parking restrictions	86		X			X	
CTC-19-173	361 Chishom Road, Auburn - Extension of median island and relocation of the No Stopping signs	88				X		X
CTC-19-174	Parramatta Road Urban Amenity Improvement Program (PRUAIP)	90				X		X
CTC-19-175	First Street, Second Street, Third Street And William Street, Granville - Proposed Clyde Resident Parking Scheme – Consultation Result	109		X			X	
CTC-19-176	Station Street, Wentworthville - Proposed Road Closures for Diwali Festival Event	114			X		X	
CTC-19-177	Maud Street and Swete Street, Lidcombe - Proposed treatment at the bend	116				X		X
CTC-19-178	Hassall Street And Bailey Street, Westmead – Proposed Roundabout – Safer Road Program 2019/2020 Fy – Approved Project	123		X			X	
CTC-19-179	Pendle Way, Pendle Hill – Request For The Installation Of Parking Restriction	128			X		X	
CTC-19-180	Pendle Way, Pendle Hill – Request For The Installation Of ‘Bus Zone’ Signs	130			X		X	
CTC-19-181	33 Gelubolu Parade, Auburn - Extension of "No Parking" restrictions	132				X		X
CTC-19-182	Mombri Street, Merrylands - Proposed No Parking restrictions	134		X			X	
CTC-19-183	Northumberland Road laneway - propsoed "No Parking" restrictions	136				X		X
CTC-19-184	Works Zone - Mimosa St, Westmead	138		X			X	
CTC-19-185	Lena Street, Granville - Change the P5 to No Parking	140		X			X	
CTC-19-186	Park Road and Edgar Street - Request for "No Stopping" restrictions at the intersection.	142				X		X
CTC-19-187	Merrylands Road, Greystanes – Proposed Median Island Associated With A Childcare Centre Development	144					X	
CTC-19-188	Long Street, Smithfield – Proposed ‘Bus Zone’ Signs	147	X				X	
CTC-19-189	Ettalong Road, Greystanes – Proposed Median Island Associated With A Mixed Use Development	149			X		X	
CTC-19-190	Mona Street, Auburn - Line marking	154				X		X
CTC-19-191	Whalans Road, Greystanes - Request to remove the RRPMS	158			X		X	

A. Confirmation of the Minutes of the last Cumberland Traffic Committee meetings.

CTC-19-141 DISCLOSURE OF PECUNIARY INTEREST

The provisions of Chapter 14 of the Local Government Act 1993 regulate the way in which Councillors and nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions, or voting, on that matter.

Recommendation

**CTC-19-142 DUDLEY STREET, PRITCHARD STREET, MARY STREET AND
NORTHCOTE STREET, AUBURN – PROPOSED ‘NO STOPPING’ SIGNS
AND “BB” LINE MARKING**

State Electorate: Auburn
(File No. HC-24-01-3/02)

PAC: Auburn

Summary:

Council has received a request for the installation of ‘No Stopping’ signs on Dudley Street at the intersections of Pritchard Street, Mary Street and Northcote Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of ‘No Stopping’ signs on Dudley Street at the intersections of Pritchard Street, Mary Street and Northcote Street, Auburn due to vehicles parking too close to the intersections.

Council’s Officers have investigated this matter and the investigation revealed that there is no ‘No Stopping’ signs at the above intersections and sight distances were restricted due to vehicles parking too close to the intersections. In addition, the site observation revealed that vehicles cutting corners when turning right which raises safety concerns. Therefore, the installation of ‘No Stopping’ signs and “BB” line marking as per attached plan would improve road safety for all road users.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The installation of ‘No Stopping’ signs, “BB” line marking with RRPMS in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Dudley Street, Pritchard Street, Mary Street and Northcote Street, Auburn – Proposed ‘No Stopping’ signs and “BB” line marking

CTC-19-143 BURAN ROAD, PEMULWUY – REQUEST FOR SPEED HUMPS

State Electorate: Prospect
(File No. GS-039-TP)

PAC: Cumberland

Summary:

Council has received a request from local residents for the installation of traffic calming devices on Buran Road, Pemulwuy.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents for the installation of traffic calming devices on Buran Road, Pemulwuy.

Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management Policy and the study area was between Durawi Street and Warin Avenue. The investigation revealed that there is 1 crash recorded at this section of road which was related to off path on straight type of crash (off carriageway / RUM code 71).

Traffic count was also conducted on Buran Road in June 2019. The results indicated an AADT volume of 301 vehicles/day, an 85th percentile speed of 52 km/h and the mean (average) vehicle speed of 41.1 km/h. It is advised that the average peak hour traffic flow on both direction is 27 vehicles in AM and 30 vehicles in the PM.

The results of the traffic count, recorded crashes etc. were assessed to determine the feasibility of the installation of traffic calming devices on Buran Road in accordance with the criteria set out in Council's LATM Policy. The assessments are summarised in the tables below:

Table 1 – Buran Road – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	0
Crash warrant in the last 5 years	15	5
Road Characteristics	35	15
Community Support & other factors	5	3
Total	100	23

The following table indicates the action to be taken according to the assessment points:

Table 2 – Buran Road – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing

Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.
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Based on the LATM results in the tables above which indicates that the installation of traffic calming devices is not warranted on Buran Road.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The request for the installation of speed humps on Buran Road, Pemulwuy not be approved.

Attachments:

1. Nil

CTC-19-144 WELLINGTON ROAD, AUBURN – PROPOSED EXTENSION OF ‘NO STOPPING’ SIGN

State Electorate: Auburn
(File No. HC-24-01-3/02)

LAC: Auburn

Summary:

Council's Officers have investigated the operation of traffic flow at existing signalised intersection of Wellington Road with Chisholm Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council's Officers have investigated the operation of traffic flow at the existing signalised intersection of Wellington Road with Chisholm Road, Auburn.

The investigation indicated that the existing signalised intersection has two traffic lanes on each approach and departure. However, the exit lanes on the westbound departure merges within short distance. The site inspection indicated that if any vehicle is parked on the southern side of Wellington Road (westbound departure), then the queue of the traffic flow is extended on the westbound approach, as motorists merging at the same time onto one lane.

To improve traffic flow and operation of the traffic signal, it is recommended that the existing 'No Stopping' sign on the southern side of Wellington Road (westbound departure) be extended so that the traffic flow capacity can be increased to reduce the queue at the intersection.

Comments:

Members agreed with the proposal.

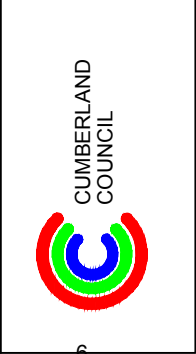
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) That the proposed extension of 'No Stopping' sign on Wellington Road, Auburn in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Wellington Road, Auburn – Extend 'No Stopping' sign



Sketch Plan No.:	CTC-19-144
File Number:	S3920-04
Drawn By:	P.L

TITLE:	Proposed extension of the 'No Stopping' zone in Wellington Road, Auburn
Date:	19/06/19
Scale:	NTS



CTC-19-145 WELLINGTON ROAD, SOUTH GRANVILLE – PROPOSED ‘NO STOPPING’ SIGNAGE & EXTENSION OF LANE LINE MARKING

State Electorate: Auburn
(File No. HC-24-01-3/02)

LAC: Auburn

Summary:

Council’s Officers have investigated the queuing on the Wellington Road approach of the traffic signals at the intersection of Clyde Street and Wellington Road.

This report outlines the outcome of the investigation into this matter.

Report:

Council’s Officers have investigated the queuing on the Wellington Road approach of the traffic signals at the intersection of Clyde Street and Wellington Road.

Council received concerns from motorists about the queuing occurring in Wellington Road approach of the traffic lights at the intersection of Clyde Street and Wellington Road.

Wellington Road and Clyde Street are regional roads carrying large volumes of traffic and delays have been experienced by the motorists on the approaches to the traffic lights.

There is a “No Stopping” zone on the Wellington Road approach at the frontage of the businesses, however, the road frontage adjacent to the reserve west of Duck River Bridge has edge line painted allowing parking and provides for only a single lane traffic.

It is proposed to remove parking in this section by extending the ‘No Stopping’ zone at the reserve frontage which will provide for 2-lanes of traffic and additional storage for queuing traffic at the traffic lights.

The attached plan shows the proposed changes to the line marking and the extension of the “No Stopping” zone.

Comments:

Members agreed with the proposal.

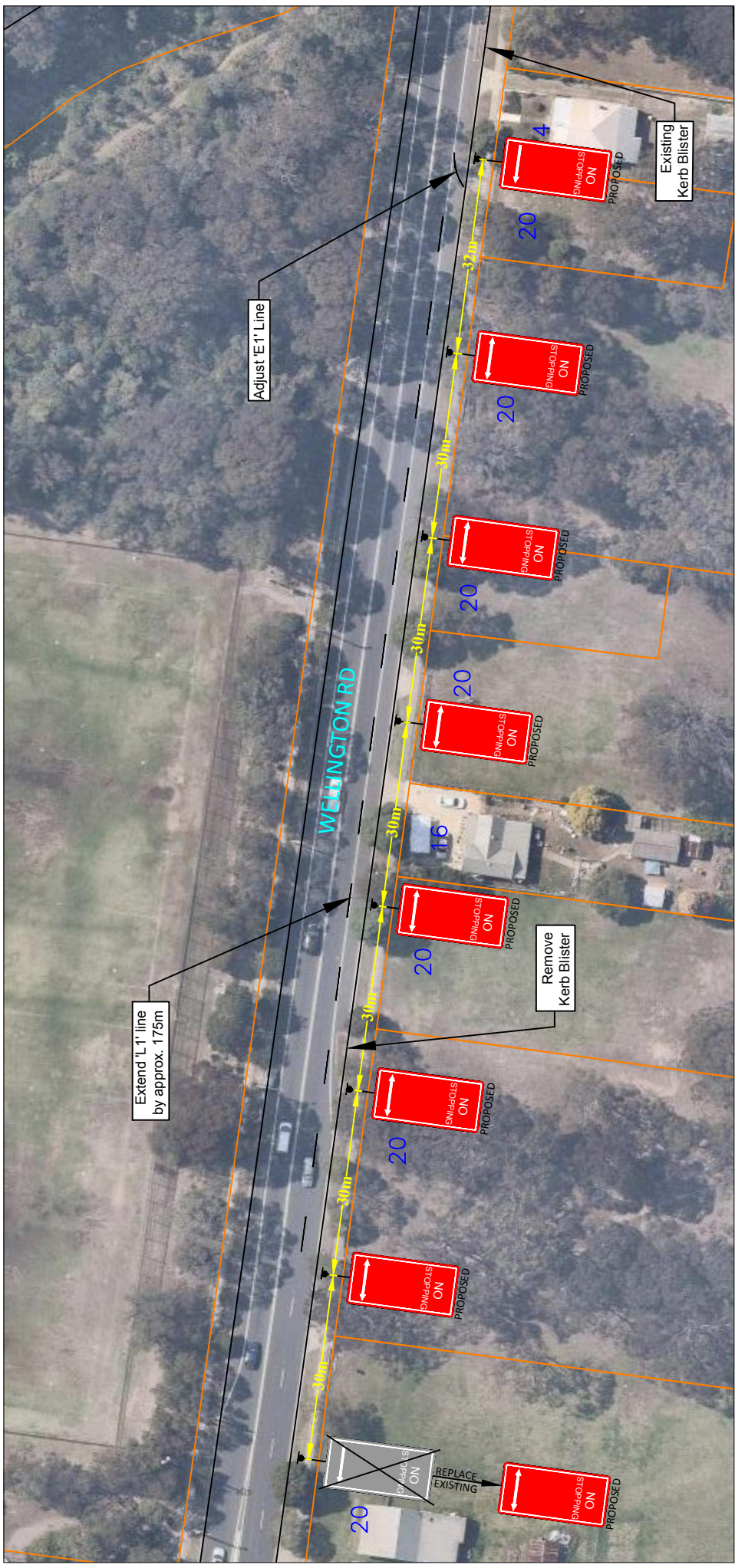
Recommendation:



The Cumberland Traffic Committee recommended that:

- i) That the proposed extension of ‘No Stopping’ zone on Wellington Road, South Granville in accordance with the attached plan be approved.
- ii) The proposed lane line marking on Wellington Road adjacent to the reserve in accordance with the attached plan be approved.

Attachments:

- 1. Plan – Wellington Road, Auburn – Proposed extension of “No Stopping” signs



	Sketch Plan No.:	CTC-19-145	TITLE:	Modification to the lane linemarking in Wellington Road, South Granville	
	File Number:	T-28-01/06	Date:	20/06/19	
	Drawn By:	P.L	Scale:	NTS	

CTC-19-146 RHODES AVENUE & SALISBURY ROAD, GUILDFORD – PROPOSED “NO STOPPING” RESTRICTIONS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from local residents and motorists regarding road safety concerns at the intersection of Rhodes Avenue & Salisbury Road, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident and motorists regarding road safety concerns at the intersection of Rhodes Avenue & Salisbury Road, Guildford.

Safety concerns have been raised by motorists and residents that the intersection of Rhodes Avenue & Salisbury Road are unsafe due to restricted sight distance resulting from vehicles parking close to the intersection.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules. Therefore, it is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersection of Rhodes Avenue & Salisbury Road, Guildford.

Comments:

Members agreed with the proposal.

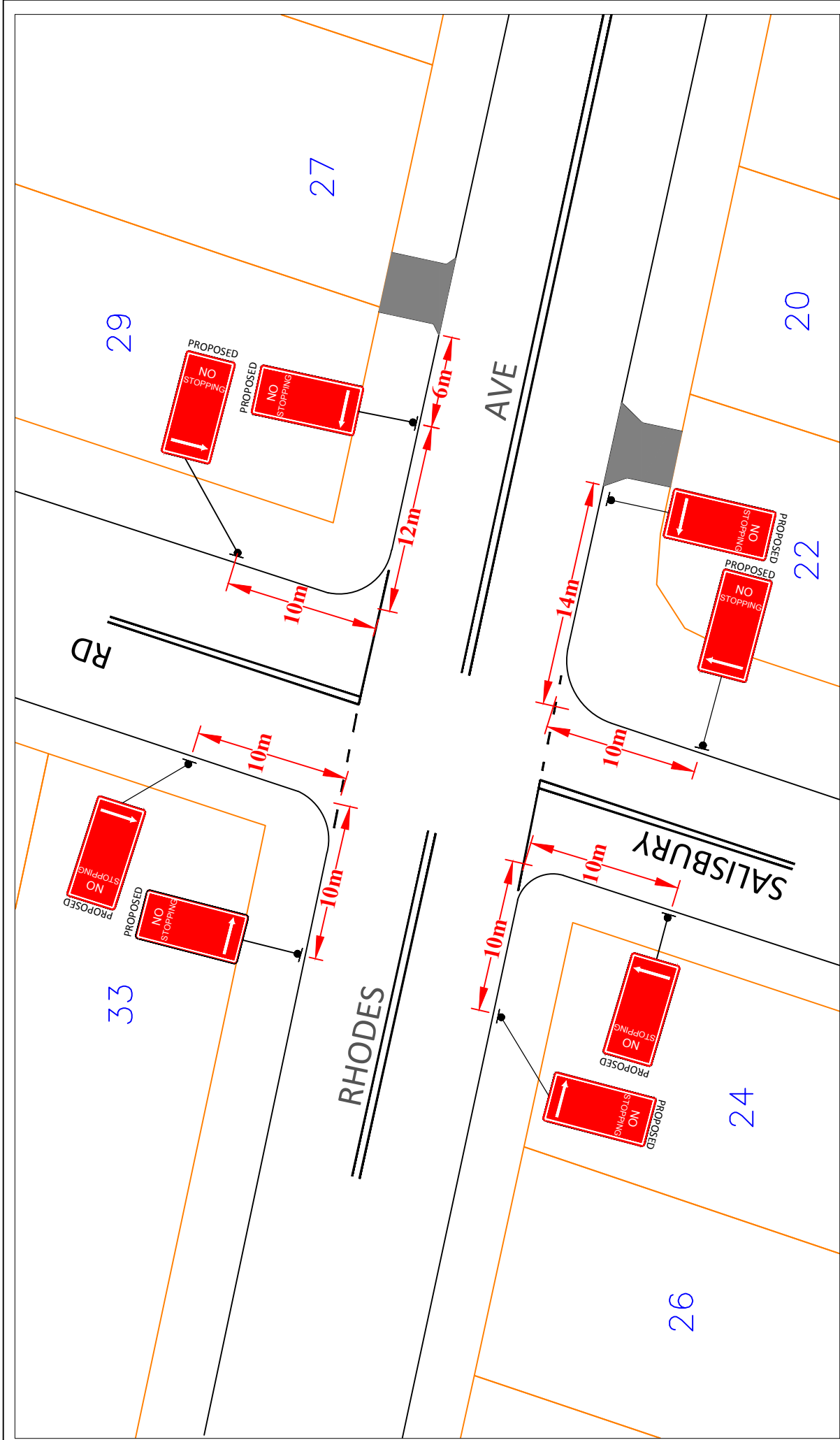
Recommendation:



The Cumberland Traffic Committee recommended that;

1. The proposed “No Stopping” restrictions at the intersection of Rhodes Avenue & Salisbury Road, Guildford in accordance with the Plan CTC-19-146 be approved.
2. Council notify affected residents of the Council resolution.

Attachments:

Plan – Proposed “No Stopping” restrictions



 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-146		
	Title: Proposed 'No Stopping' restrictions at the intersection of Rhodes Ave & Salisbury Rd, Guildford	Date: 24/06/19	
	File Number: T-28-01/06	Scale: NTS	

CTC-19-147 LISK ROAD & BUTLER ROAD, GRETSTANES – PROPOSED INTERSECTION TREATMENT

State Electorate: Prospect
(File No. GS-083-TP)

LAC: Cumberland

Summary:

Council has received safety concerns regarding the intersection of Lisk Road and Butler Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns from a resident regarding the intersection of Lisk Road and Butler Road, Greystanes.

The resident raised safety concerns regarding the intersection particularly driving through the intersection on the wrong side of the road and undertaking other dangerous driving manoeuvres.

Inspections by Council officers indicated that both roads are narrow and approximately 5.7m wide without any centre line marking. The intersection location also encourages motorists to travel on the wrong side of the roads in approaching and exiting the intersection.

Since the roads are narrow, it is proposed to provide “S1” separator centre lines on the approaches to the intersection. Also, it is proposed to extend the existing ‘No Stopping’ zone on the eastern side of Butler Road by 6m in a northerly direction.

The attached plan CTC-19-147 shows details of the proposal.

Comments:

Members agreed with the proposal.

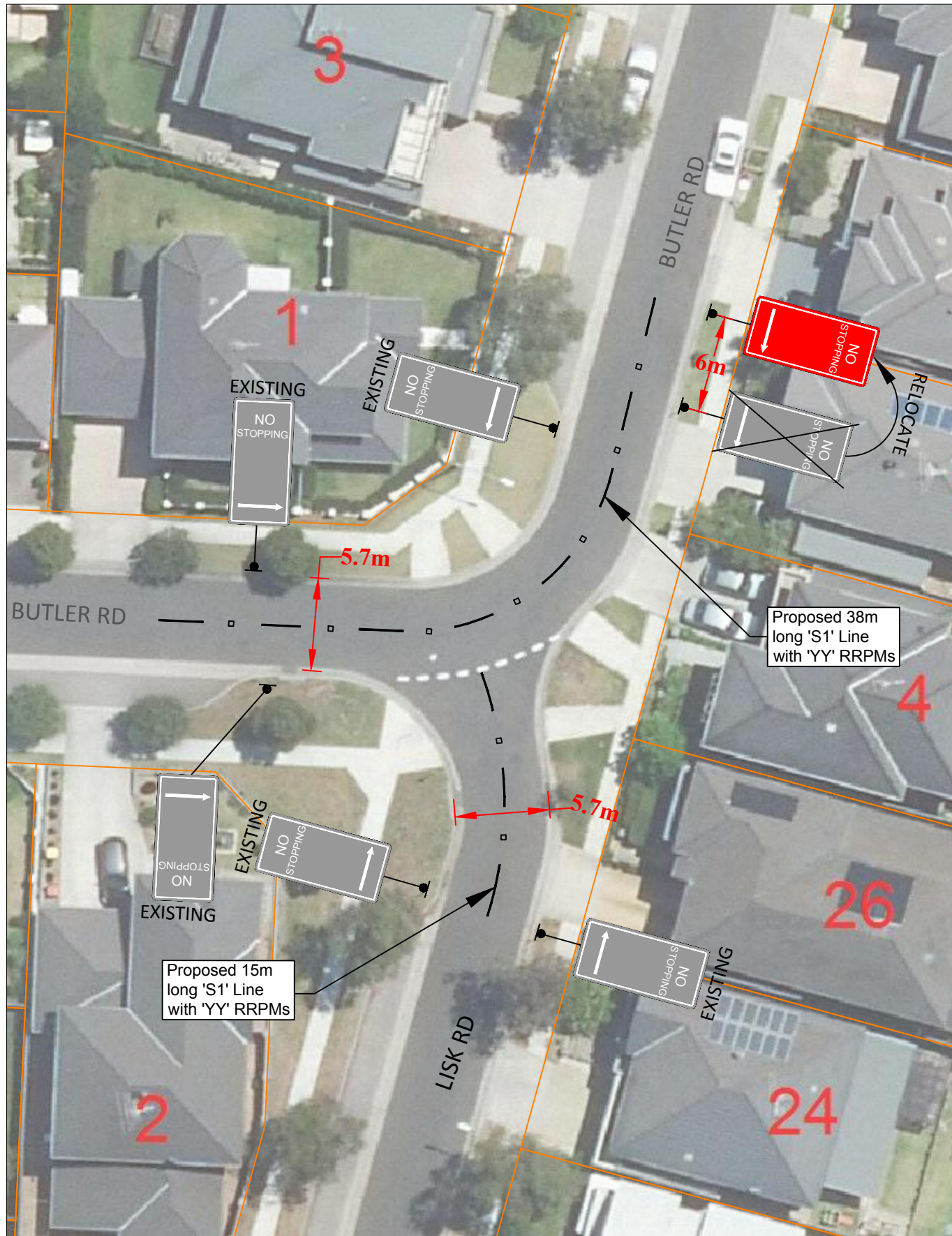
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) That the proposed intersection treatment at the intersection of Lisk Road and Butler Road, Greystanes in accordance with the Plan CTC-19-147 be approved.
- ii) The affected resident be notified of the outcome generally.

Attachments:

1. Plan – Intersection of Lisk Road and Butler Road, Greystanes – Proposed intersection treatment.



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Sketch Plan No.:

CTC-19-147

File Number: T-28-01/06

Drawn By: P.L

TITLE: Proposed intersection
treatment at the intersection of
Lisk Rd & Butler Rd, Pemulwuy

Date: 27/06/19

Scale: NTS



**CTC-19-148 MOMBRI STREET & RAILWAY TERRACE, MERRYLANDS – PROPOSED
“NO STOPPING” RESTRICTIONS**

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from local residents and motorists regarding road safety concerns at the intersection of Mombri Street and Railway Terrace, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents and motorists regarding road safety concerns at the intersection of Mombri Street and Railway Terrace, Merrylands.

Safety concerns have been raised by motorists and residents that the intersection of Mombri Street and Railway Terrace is unsafe due to restricted sight distance resulting from vehicles parking close to the intersection.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules. Therefore, it is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersection of Mombri Street and Railway Terrace.

Comments:

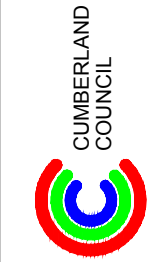
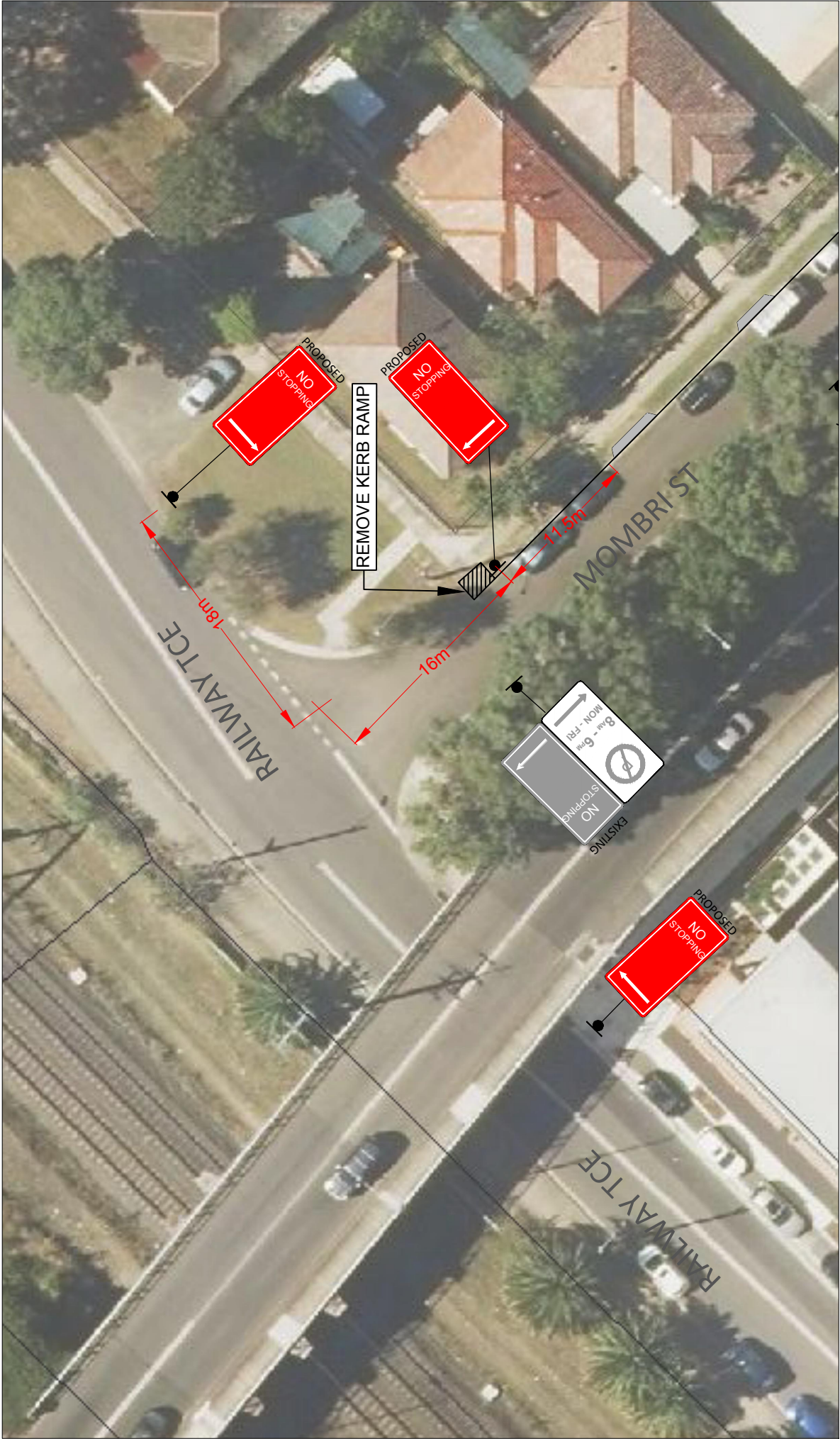
Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed “No Stopping” restrictions at the intersection of Mombri Street and Railway Terrace, Merrylands in accordance with the Plan CTC-19-148 be approved.

Attachments:

Plan – Proposed “No Stopping” restrictions



Sketch Plan No.: CTC-19-148 File Number: T-28-01/06 Drawn By: P.L	TITLE: Proposed No Stopping restrictions in Mombri Street and Railway Terrace, Merrylands
	Date: 27/06/19
	Scale: NTS



CTC-19-149 INTERSECTION OF BLAXCELL STREET AND CHISWICK ROAD, SOUTH GRANVILLE – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from motorists regarding road safety concerns at the intersection of Blaxcell Street and Chiswick Road, South Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersection of Blaxcell Street and Chiswick Road, South Granville.

Blaxcell Street functions as a collector road and runs between Rawson Road, South Granville and William Street, Granville.

Chiswick Road is a local road which is approximately 250m long and runs in an easterly direction from Blaxcell Street and ends in a cul-de-sac.

During inspections, Council officers observed that the existing ‘No Stopping’ zone on Blaxcell Street South of Chiswick Road is not closed and cars are parking close to the intersection ignoring the Road Rules.

Therefore, it is proposed to install ‘No Stopping’ signs in Chiswick Road and in Blaxcell Street north of Chiswick Road to enhance safety at this intersection.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersection of Blaxcell Street and Chiswick Road, South Granville in accordance with the plan No. CTC-19-149 be approved.
2. A 15m long ‘BB’ centre line with RRPMs be install on Chiswick Road, South Granville in accordance with the plan No. CTC-19-149 be approved.
3. Council notify affected properties of the resolution.

Attachments:

Plan – Churchill Street, South Granville - Proposed “No Stopping” restrictions



CTC-19-150 INTERSECTIONS OF RANDLE STREET WITH BENNELONG STREET AND BOOMERANG STREET, GRANVILLE – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTIONS AND KERB BLISTER AT THE PEDESTRIAN REFUGE

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from motorists regarding road safety concerns at the intersections of Randle Street with Bennelong Street and Boomerang Street Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersections of Randle Street with Bennelong Street and Boomerang Street, Granville.

Council has received safety concerns from the motorists that vehicles are parking close to the intersections ignoring Road Rules. Further concerns have been raised that there is no kerb blister built on the western approach of Randle Street at the pedestrian refuge resulting in vehicles attempting to overtake vehicles waiting at the refuge.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules.

Therefore, it is proposed to install ‘No Stopping’ signs at the intersections and construct the missing kerb blister on the western approach of the pedestrian refuge as per the attached plan.

Comments:

Members agreed with the proposal.

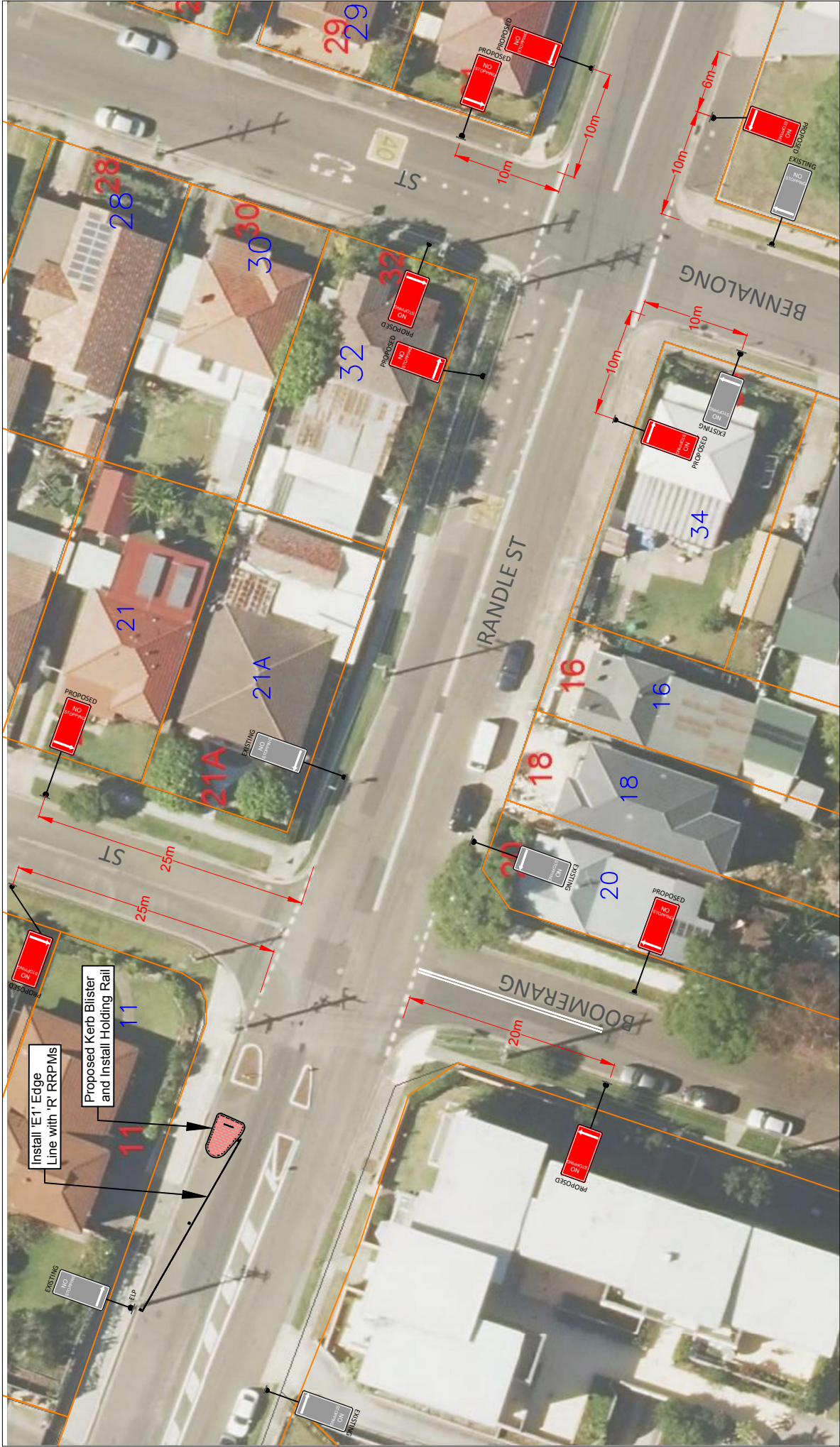
Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersections of Randle Street with Bennelong Street and Boomerang Street, Granville in accordance with the plan No. CTC-19-150 be approved.
2. The proposed kerb blister island on the western approach of the pedestrian refuge in accordance with the plan No. CTC-19-150 be approved.
3. Council notify affected properties of Council resolution.

Attachments:

Plan – The intersections of Randle Street with Bennelong Street and Boomerang Street, Granville - Proposed “No Stopping” restrictions and kerb blister.



Sketch Plan No.: CTC-19-150

File Number: T-28-01/06

Drawn By: P.L

Date: 04/07/19

Scale: NTS

TITLE: Proposed 'No Stopping' restrictions at the intersection of Randle St with Bernalong St & Boomerang St, Granville



CTC-19-151 PRITCHARD STREET AND ALICE STREET, AUBURN – REQUEST FOR THE INSTALLATION OF ‘NO STOPPING’ SIGNS

State Electorate: Auburn
(File No. HC-24-01-3/02)

PAC: Auburn

Summary:

Council has received a request for the installation of ‘No Stopping’ signs at the intersection of Pritchard Street with Alice Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of ‘No Stopping’ signs at the intersection of Pritchard Street with Alice Street, Auburn due to vehicles parking too close to the intersection.

Council’s Officers have investigated this matter and the investigation revealed that there is no ‘No Stopping’ signs at this intersection and vehicles were parked too close to the intersection which restrict sight distance on both sides. Therefore, the installation of ‘No Stopping’ signs would improve road safety at this intersection.

Comments:

Members agreed with the proposal.

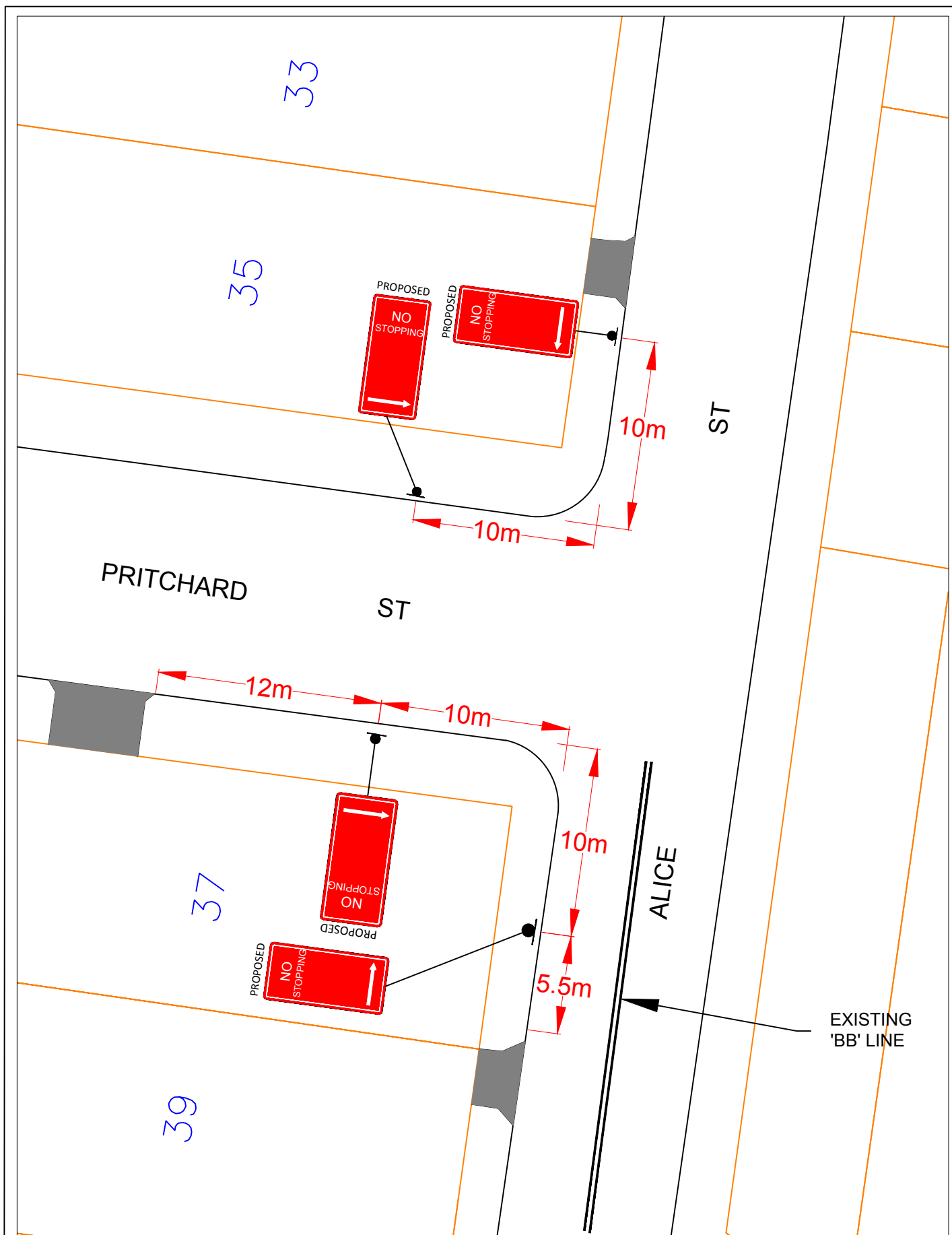
Recommendation:



The Cumberland Traffic Committee recommended that:

1. The installation of ‘No Stopping’ signs at the intersection of Pritchard Street with Alice Street, Auburn in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Pritchard Street and Alice Street, Auburn – Proposed ‘No Stopping’ signs



 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-151	TITLE: Proposed 'No Stopping' restrictions at the intersection of Pritchard St & Alice St, Auburn	
	File Number: S0060-04	Date: 19/06/19	
	Drawn By: P.L	Scale: NTS	

CTC-19-152 VERON STREET, WENTWORTHVILLE – PROPOSED ‘BUS ZONE’ SIGNS

State Electorate: Granville
(File No. GS-848-TP)

PAC: Cumberland

Summary:

Council has received a request from a local resident and bus operators for the installation of ‘Bus Zone’ at the existing bus stop located in front of 24 - 26 Veron Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident and bus operators for the installation of ‘Bus Zone’ signage at the existing bus stop located in front of 24 - 26 Veron Street, Wentworthville.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stop located on the southern side of Veron Street. In addition the bus operators have experienced difficulty in picking up / dropping off passengers due to vehicles parking within / close to the existing bus stop. In accordance with NSW Road Rules 2014 – Part 12 – Division 6 – Rule 195, requires 30m space as ‘Bus Zone’ so a bus could manoeuvre.

In this regard, it is proposed to install ‘Bus Zone’ signs on Veron Street as per the attached plan.

Comments:

Members agreed with the proposal.

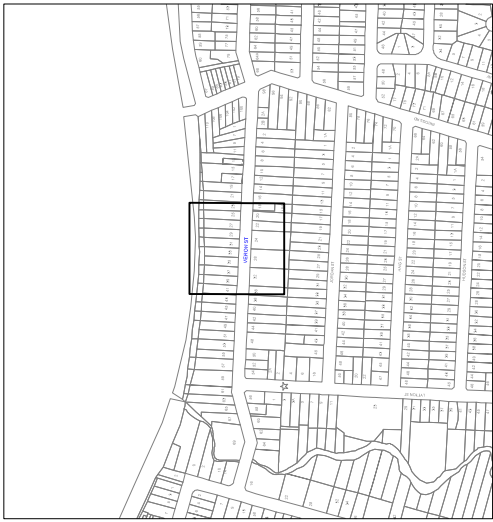
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘Bus Zone’ signs on the southern side of Veron Street, Wentworthville in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Veron Street, Wentworthville – Proposed ‘Bus Zone’ signs



CUMBERLAND
COUNCIL

TITLE: VERON ST, WENTWORTHVILLE
PROPOSED 'BUS ZONE' SIGNS



DESIGNED: T.T. SCALE: N.T.S.
CHECKED: A.S. DATE: 4/07/19

DRAWING N
CTC-19-152

CTC-19-153 ENID AVENUE & MEMORIAL DRIVE, GRANVILLE – PROPOSED RAISED THRESHOLD ON ENID AVENUE AT THE INTERSECTION

State Electorate: Granville
(File No. T-28-01/06)

LAC: Cumberland

Summary:

As part of the redevelopment of the Granville Swimming Centre and other facilities, Council has received a proposal to construct a raised threshold on Enid Avenue, Granville at its intersection with Memorial Drive.

This report outlines the outcome of the investigation into this matter.

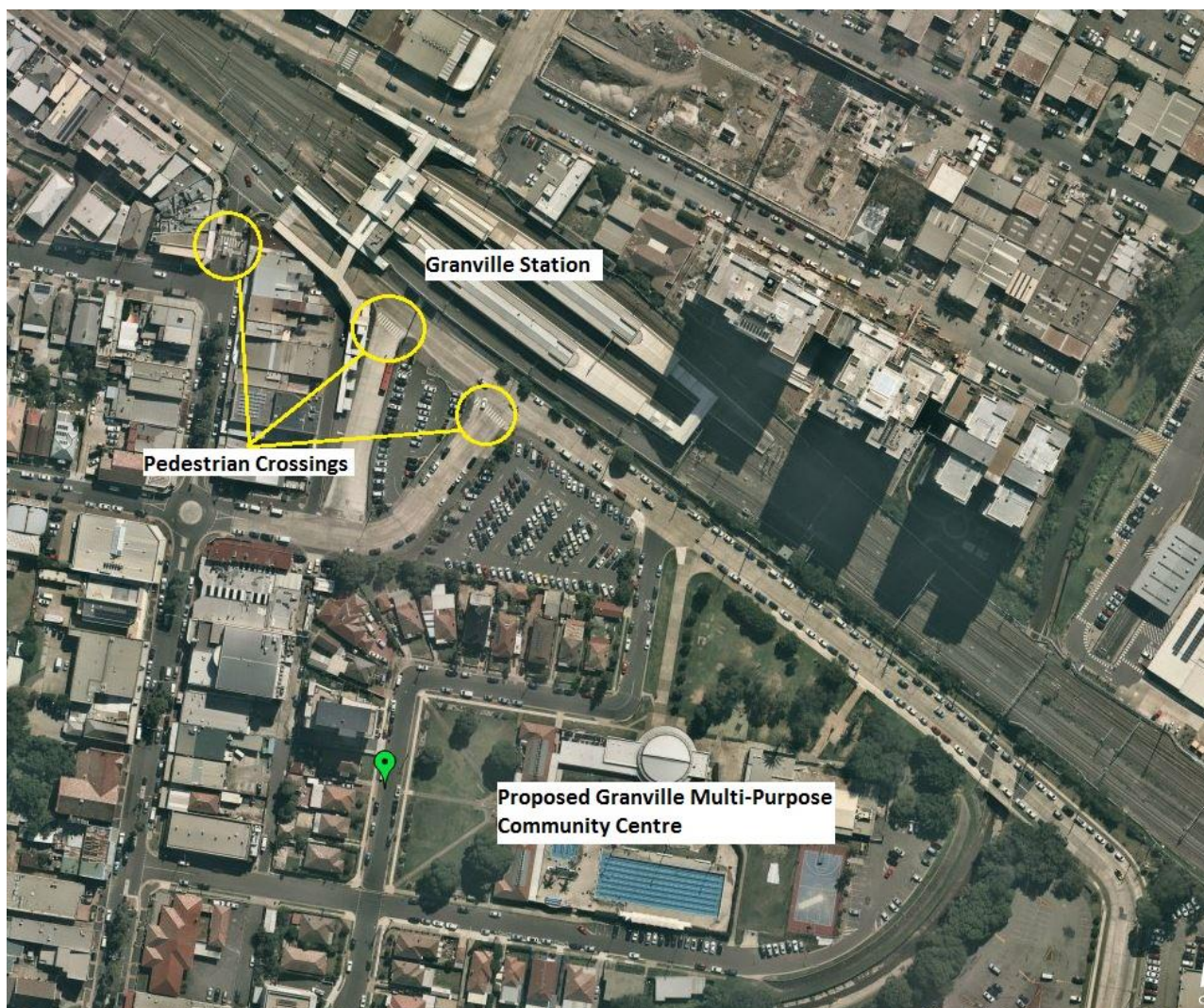
Report:

Council has proposed to redevelop the complex comprising the Swimming Centre, Youth and Community Recreation Centre, War Memorial Complex and Memorial Pak in Granville at the corner of Memorial Drive and Enid Avenue to provide the Granville Multi-Purpose Community Centre.

As part of the development proposal, it is proposed to construct a raised threshold on Enid Avenue at the intersection of Memorial Drive. The proposed threshold is to direct overland flow from upstream of Memorial Drive along Memorial Drive to the canal.

Council officers have considered that a pedestrian crossing on the threshold will assist visitors walking between Granville Station and the Multi-Purpose Community Centre. The warrants for the pedestrian crossing have not been checked in this instance, however, it is envisaged that there will be a large number of pedestrian traffic using the facilities in the Multi-Purpose Community Centre. It should also be noted that all the cross streets namely, South Street, Mary Street and the Bus Stand access leading to/from the Station have marked pedestrian crossings at Memorial Drive. To provide for the pedestrian crossing, Enid Avenue is narrowed at the corners.

The map overleaf shows the location of the proposed Multi-Purpose Community Centre, surrounding street network and Granville Station.



The attached plan shows the proposal.

Comments:

Members agreed with the proposal.

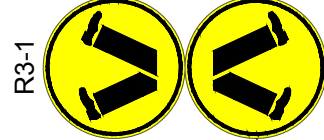
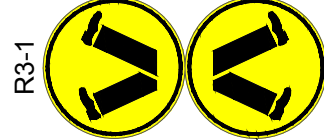
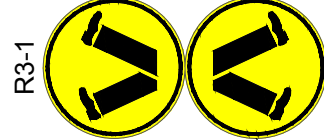
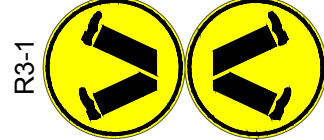
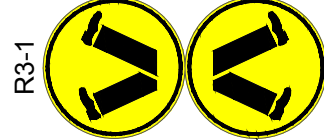
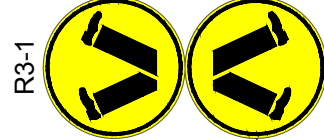
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) That the proposed raised pedestrian crossing on Enid Avenue at the intersection of Memorial Drive in accordance with the Plan 17A34_CC_C600 be approved.

Attachments:

1. Plan – Proposed Multi-Purpose Community Centre – Proposed Raised Pedestrian Crossing on Enid Avenue, Granville.



R3-1

R3-1

R3-1

R3-1

CTC-19-154 MARIAN STREET, GUILDFORD– ASSESSMENT OF TRAFFIC CONDITIONS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns that vehicles are speeding in Marian Street, Guildford and a request to assess the traffic conditions.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns that vehicles are speeding in Marian Street, Guildford and a request to assess the traffic conditions in the street.

Marian Street runs in a north south direction between Guildford Road and Oxford Street and is approximately 750 m long.

Traffic counts were undertaken in Marian Street in Mid 2019 in three sections between Guildford Road and Oxford Street.

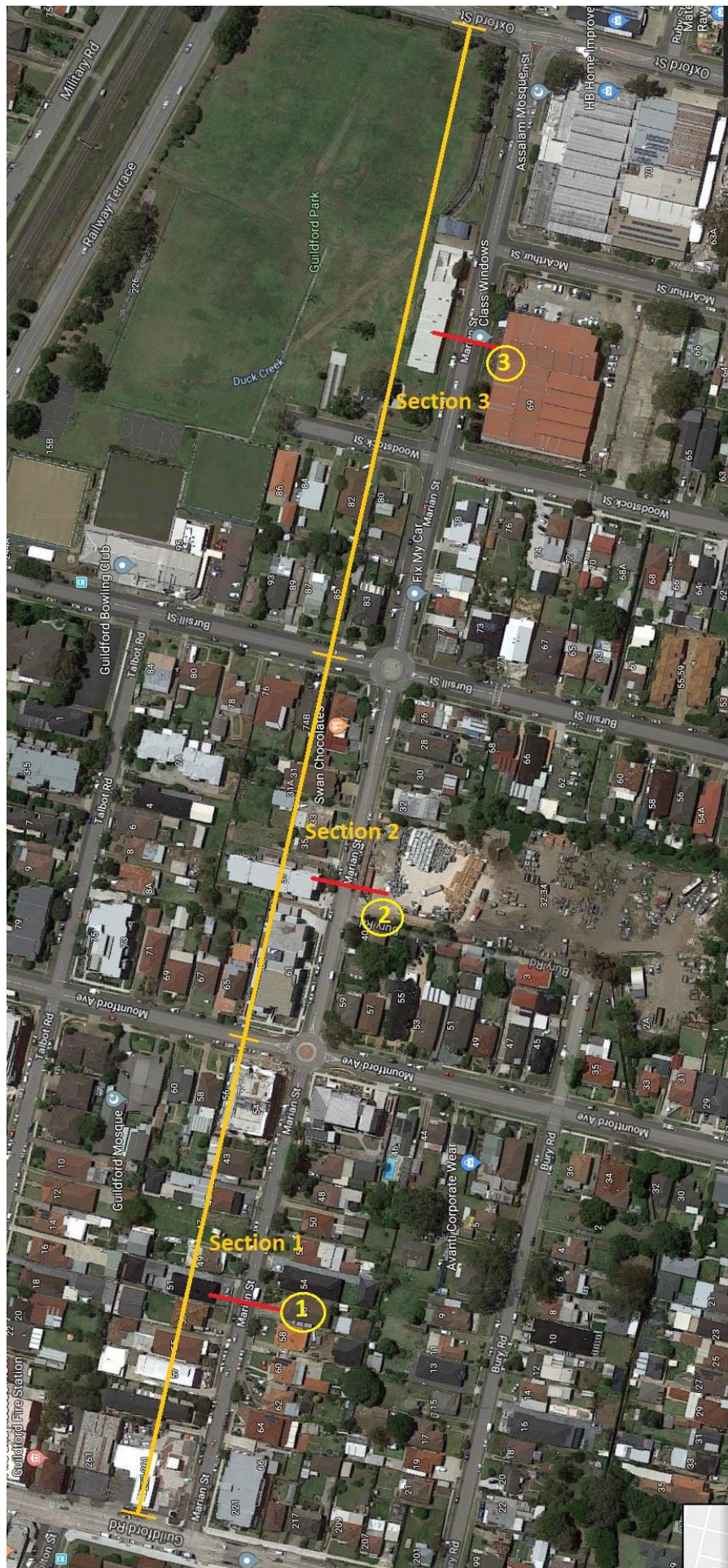
Table-1: Traffic count data in Marian Street, Guildford

Marian Street, Guildford Sections			Average Daily Traffic (Veh/day)	85 th %tile speed (km/hr)	95 th %tile speed (km/hr)	Median Speed (km/hr)
1	Guildford Road to Mountford Avenue	235	3,894	49.0	54.9	40.7
2	Mountford Avenue to Bursil Street	195	5,902	48.2	53.5	40.7
3	Bursill Street to Oxford Street	320	7,974	49.0	54.9	40.7

There are existing roundabouts along Marian Street at the intersection with Mountford Avenue and Bursill Street. The 200m long of the frontage of Guildford Park is within Section 3 of this road.

The speed limit in the street is 50 km/hr.

The plan below shows Marian Street with different sections considered and traffic count locations.



The following table shows the reported crashes along Marian Street, Guildford in the five (5) year period from July 2013 to June 2018.

Table-2: Crash details in Marian Street, Guildford (July 2013 – June 2018)

Marian St. sections	Degree of Crash	Date	Street	Distance		Cross Street	Crash Type by "Road User Movement"
	Injury	12/09/2015	GUILDFORD RD	0	Spot	MARIAN ST	Off Road out of control
Section 2	Non casualty	16/08/2014	BURSILL ST	0	Spot	MARIAN ST	Rear End
Section 3	Injury	31/10/2015	MARIAN ST	0	Spot	MCARTHUR ST	Other adjacent
	Injury	5/10/2016	MARIAN ST	0	Spot	MCARTHUR ST	Ped. Near side
	Injury	29/10/2015	MARIAN ST	0	Spot	WOODSTOCK ST	Cross Traffic
	Non casualty	24/06/2014	MARIAN ST	0	Spot	WOODSTOCK ST	Right Near
	Injury	14/05/2015	MARIAN ST	0	Spot	WOODSTOCK ST	Cross Traffic
	Non casualty	20/05/2017	MARIAN ST	25	South	OXFORD ST	Off Road Left to Obj
	Injury	10/10/2014	MARIAN ST	20	South	OXFORD ST	Other same dirn.
Treavelling from Section 3	Injury	4/02/2016	OXFORD ST	0	Spot	MARIAN ST	Rear End
	Non casualty	14/04/2016	OXFORD ST	0	Spot	MARIAN ST	Rear End
	Injury	13/03/2015	OXFORD ST	0	Spot	MARIAN ST	Rear End

Based on the crashes, it can be seen that the intersection of Marian Street and Woodstock Street has two (2) injury crashes out of the reported three (3) crashes during the five year period.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Marian Street in accordance with the criteria set out in Council's **Local Area Traffic Management (LATM) Policy**.

The assessments are summarised in the tables below:

Table 3 A – Marian Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved by different sections		
		1	2	3
Traffic Study Data	45	15	15	15
Crash warrant in the last 5 years	15	0	0	15
Road Characteristics	35	11	12	14
Community Support & other factors	5	5	5	5
Total	100	31	32	49

The following table indicates the action to be taken according to the assessment points:

Table 3 B –Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above results, all the three sections of Marian Street scored 31, 32, and 49 out of 100 in accordance with Council's LATM Policy.

It is also noted that the recorded 85th percentile speeds are below the speed limit of the street.

In accordance with the policy, speed humps are not warranted in Marian Street, however, a roundabout at the intersection of Marian Street and Woodstock Street will calm traffic adjacent to the park.

Comments:

After a short discussion, members agreed to defer this item.

Recommendation:

Cumberland Traffic Committee recommended that the item be deferred.

CTC-19-155 YARRAM STREET, LIDCOMBE- ASSESSMENT OF TRAFFIC CONDITIONS

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Auburn

Summary:

Council has received concerns that vehicles are speeding in Yarram Street, Lidcombe and a request to assess the traffic conditions.

This report outlines the outcome of the investigation into this matter.

Background

Following complaints from the residents of Yarram Street, Lidcombe, former Auburn Traffic Committee and Council approved installation of edge line and centre line markings in 2010 and 2011.

A further report was considered in 2012 whereby the traffic committee recommended installation of speed humps in the street. Following the above recommendation, Council undertook consultation with residents, however, the proposal was dropped due to lack of resident support.

As an alternative to the speed humps, Council proposed intersection treatments consisting of median islands and road narrowing at the two critical mid-block intersections of Yarram Street with Noora Street and Cooba Street in late 2014 which were approved by the traffic committee.

Report:

Council has received further concerns that vehicles are speeding in Yarram Street, Lidcombe particularly about 50m from the road narrowing and median island treatment at the Cooba Road intersection. A request has been received to assess traffic conditions in the street.

Yarram Street runs between Boorea Street and John Street and is approximately 675 m long and it has a width of approximately 12m.

Traffic counts were undertaken in Yarram Street in 2019 in two sections.

The first section is between Boorea Street and Noora Street and is reasonably straight section. The second section is between Noora Street and John Street and has a short straight and sharp bends treated with traffic calming facilities built.

Table-1: Traffic count data in Yarram Street, Lidcombe

Yarram Street, Lidcombe Sections		length	Average Daily Traffic (Veh/day)	85 th %tile speed (km/hr)	Median Speed (km/hr)
1	Boorea Street to Noora Street	345	2,797	58.3	50.9
2	Noora Street to John Street	330	2,977	54.4	47.7

The speed limit in the street is 50 km/hr.

The plan below shows Yarram Street with different sections considered and traffic count locations.



The following table shows the reported crashes along Yarram Street, Guildford in the five (5) year period from July 2013 to June 2018.

Table-2: Recorded Crash details in Yarram St., Lidcombe (July 2013 – June 2018)

Section - 1 - Yarram Street between Boorea Street to Noora Street										
Degree of crash	Date	Time of crash	Street		2nd location	Crash type	Direction of Travel	Manoeuvre type of vehicle 1	Direction of travel	Manoeuvre type of vehicle 2
No reported crashes										

Section 2 - Yarram Street between Noora Street & John Street										
Degree of crash	Date	Time of crash	Street		2nd location	Crash type	Direction of Travel	Manoeuvre type of vehicle 1	Direction of travel	Manoeuvre type of vehicle 2
Non-Casualty	16/02/2014	12:50	YARRAM ST	At the spot	NO. 23	Off rd left => obj	North	Proceeding along lane	-	-
	15/02/2015	3:35	YARRAM ST	At the spot	NO. 25	Off rd left => obj	South	Proceeding along lane	South	Parked at kerbside / roadside

Based on the crashes, it can be seen there were no reported crashes in Section 1 where the recorded speeds are high. There were two reported crashes in section 2 in the 5 year period.

According to information received from Auburn Police, there was one crash in January 2019 involving a vehicle reversing into to another vehicle.

It should be noted that only the reported crashes are included in the accident Database.

Council has also checked lighting and pavement roughness conditions in section 2 after the bend between Cooba Street and Noora Street. It should be noted that the concerns were raised at a location approximately 45 m after the treatment which is also approximately 100m from the raised threshold on the approach to the treatment.

Speed humps are normally provided at 100-120m intervals and additional speed humps are not warranted in this location.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Yarram Street in accordance with the criteria set out in Council's **Local Area Traffic Management (LATM) Policy**.

The assessments are summarised in the tables 3A & 3B.

Table 3 A – Yarram Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved by different sections	
		1	2
Traffic Study Data	45	25	15
Crash warrant in the last 5 years	15	0	5
Road Characteristics	35	12	11
Community Support & other factors	5	3	3
Total	100	40	34

The following table indicates the action to be taken according to the assessment points:

Table 3 B – Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above analysis, the two sections of Yarram Street scored 40 and 34 out of 100 in accordance with Council's LATM Policy.

It is also noted that the recorded 85th percentile speeds are above the speed limit of the street. Particularly the value for Section 1 is 58.3 km/hr compared to 54.4 km/hr for Section 2.

In accordance with the policy, speed humps are not warranted in Yarram Street, however, due to the speeding issues and the concerns about unreported recent crash from a resident, the following options are recommended for traffic committee's consideration and appropriate recommendation:

Option 1:

The Cumberland Traffic Committee recommends that:

1. Traffic calming devices not be provided in Yarram Street, Lidcombe.
2. Council review conditions in Yarram Street, Lidcombe in July 2020 and report to Cumberland Traffic Committee if significant changes are recorded.

Option 2:

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Yarram Street, Lidcombe to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Comments:

Members discussed previous consultation undertaken in 2012 and noted that there was no community support for the speed cushions. Members also agreed that the existing measures at the intersections are considered effective.

However, it has been 7 years since the last consultation, Option 2 would be an appropriate recommendation.

Members agreed with Option 2.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Yarram Street, Lidcombe to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

ATC 071/14 PROPOSED TRAFFIC SCHEME IN YARRAM STREET BETWEEN BOOREA STREET AND JOHN STREET, LIDCOMBE

(File No: S4090-04) (UBD Ref. 232, B4-D6)

Summary

For Council to consider the proposed traffic calming scheme in Yarram Street between Boorea Street and John Street, Lidcombe.

Report

Concerns have been raised by the local residents and motorists regarding speeding following a recent crash in Yarram Street, Lidcombe. Council has received requests to install traffic calming devices in Yarram Street to discourage speeding and also to improve safety in the street particularly at the bend near Cooba Street.

Yarram Street is a local road that connects two collector roads, Boorea Street and John Street and often used by motorists as a 'rat run' to access Lidcombe Town Centre and the area east of John Street.

Council in the past received similar complaints from the local residents and motorists and reported to the Auburn Traffic Committee in 2003, 2010 and 2011 recommending measures to address concerns in Yarram Street:

Item No.	Approval date by Council	Recommendation
LT01 - 03	21/05/2003	<ul style="list-style-type: none"> Police be requested to arrange for monitoring and enforcement of traffic speeds in Yarram Street using traffic survey data supplied by Council. Council investigate the construction of a median in Yarram Street at the bend located between Cooba and Noora Streets if monitoring by the Police reveals speeding problems in Yarram Street.
ATC 022/10	21/05/2010	<ul style="list-style-type: none"> E1 edge line markings be installed on both sides of Yarram Street, between Boorea Street and John Street. S1 separation line be installed in the middle of Yarram Street, between Boorea Street and John Street. 'Give Way' signs and line marking be installed in the slip lane at the intersection with Yarram Street as per Plan No. ATC 022/10. Double Barrier (BB) lines with Raised Reflective Pavement Markers (RRPMs) be installed at the intersection of Boorea Street and Yarram Street, as per Plan No. ATC 022/10.
ATC 055/11	19/07/2011	<ul style="list-style-type: none"> 'Give Way' signs and line markings be installed on the northern face of the Yarram Street lane at Boorea Street intersection, as per the Plan No. ATC 055/11. BB double centre lines be installed in the middle of the short section of Yarram Street between Boorea Street and Yarram Street providing 3m of carriageway in each direction, as per the Plan No. ATC 055/11. "E1" edge line markings be installed on both sides of the short section of Yarram Street between Boorea Street and Yarram Street providing 2.5m of parking lane on either side of, as per the Plan No ATC 055/11. Existing double centre line in Boorea Street at the intersection of Yarram Street be extended by 7.5m easterly, as per the Plan No. ATC 055/11.
ATC 004/12	3/02/2012	<ul style="list-style-type: none"> 3 speed humps in Yarram Street, Lidcombe between Boorea Street and John Street with associated signs and line markings be installed.

Following the recommendation of 3 February 2012 Council undertook Community Consultation to assess community support for the installation of speed cushions in Yarram Street. While some residents whose houses did not have a device proposed adjacent to their properties supported the proposal, there were objections from others as it was indicated by the residents that such devices will affect the amenity of the street. Some residents have also indicated that the scheme forces them to travel over several of these devices many times every day.

Following the above and in view of the developments in conjunction with the Boorea Street Heavy vehicle restrictions scheme and associated “chicane” proposed in Yarram Street, Council did not proceed with the traffic calming scheme and associated installation of speed cushions.

Council undertook traffic counts in Yarram Street in early November 2014 and the data are as follows:

Description	Data
ADT (Average Daily Traffic)	2752 vehicle/day
85 th percentile speed on straight section	60.5 km/h
85 th percentile speed (at approach to the bend from John Street)	49.3 km/h

Since the 85th percentile speed on the straight section is greater than the sign posted speed limit, the traffic count data was forwarded to the NSW Police Force for random surveillance and speed monitoring.

According to the Roads and Maritime Services (RMS) Accident Database, there were two (2) reported accidents between July 2010 and June 2013 in Yarram Street and they are as follows:

No.	Date	Time	Location	Severity	RUM Code	Weather
1	30/09/2011	12:15	In Yarram Street 25m south of Noora Street	Fatal	40 (U-turn)	Fine
2	28/01/2010	16:00	In Yarram Street 185m west of John Street	Injury	71 (Left off carriageway into obj.)	Wet

From the NSW Police Force Provisional Crash data it was revealed that there were no reported accidents in Yarram Street between the period July 2013 and June 2014. It should be noted that the above accident databases contain reported accidents only and do not include minor unreported collisions.

In addition to the above crash data Council was notified by a resident at the bend in Yarram Street near Cooba Street that a car lost control in March 2014 and damaged the front brick fence of the property. The car left the scene soon after the crash without leaving any details. The NSW Police Force had no additional information on this crash.

It should be noted that there were no reported crashes in Yarram Street since September 2011.

Council is proposing intersection treatments consisting median islands and road narrowing at the intersections of Yarram Street with Cooba Street and Noora Street to reduce vehicle speeds and through traffic.

Consultation with the residents

Council undertook a consultation with residents in Yarram Street regarding the proposed traffic scheme and the results are as follows:

No. of letters distributed in Yarram St and corner properties in cross roads	90
No. of response received	9
No. of residents for the scheme	5
No. of residents against the scheme	4

- 45 & 47 Yarram Street: Residents object due to loss of parking resulting from the proposed road narrowing outside the property.
- 43 Yarram Street: Objects as next door neighbour may park in front of their house and block their driveway. Parking is not taken due to the scheme.
- 1 Cooba Street: Objects as they want speed humps instead of the proposed scheme.

Apart from the above, some residents who have agreed with the proposal have requested Council to install 'speed cushions' in addition to the proposed traffic scheme.

Therefore, to alleviate the above difficulties and to control speed in the street it is proposed to implement the traffic calming scheme consisting of the intersection treatments in Yarram Street at its intersections with Cooba Street and Noora Street. These treatments will provide slowing of vehicles when passing through the median islands and road narrowing at the intersections. The treatment at the intersection with Cooba Street will slow traffic before it passes through the bend in Yarram Street. The scheme includes installation of chevrons at the bend.

The attached Plan No. ATC 071/14 details the proposed traffic calming scheme in Yarram Street between Boorea Street and John Street in Lidcombe.

Comments

The RMS representative advised the Committee to install:

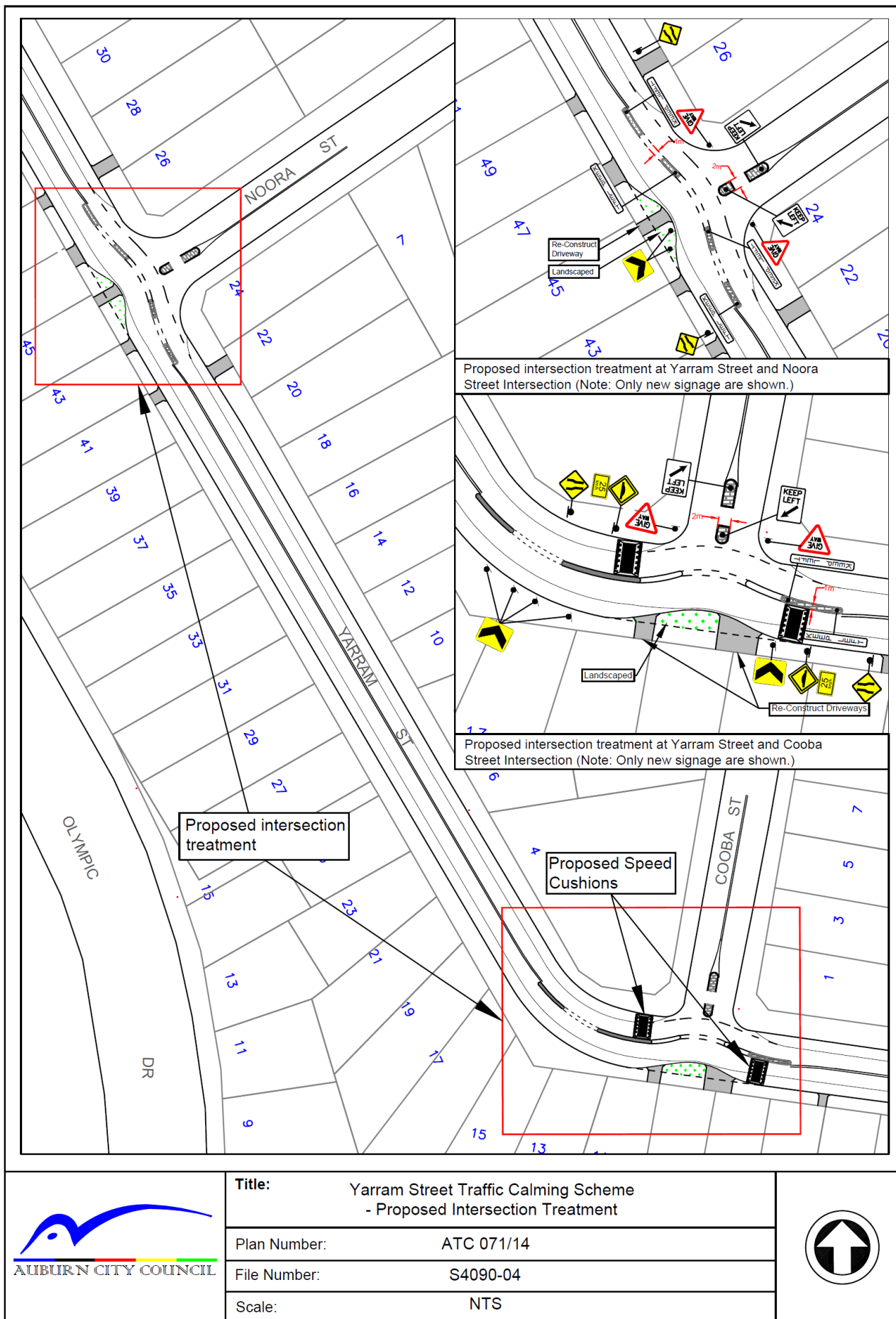
- (a) Road Narrows (W4-3) warning signs in Yarram Street on both approaches to the treatment at the Cooba Street intersection.
- (b) Speed cushions in Yarram Street on both approaches to the treatment at the Cooba Street intersection.

The Committee concurred with the proposals.

Recommendation

The Committee recommended that;

1. The installation of a traffic calming scheme in Yarram Street, Lidcombe between Boorea Street and John Street as per the Plan No. ATC 071/14 be approved.
2. The residents in Yarram Street be notified of the decision.
3. The traffic conditions in Yarram Street be reviewed after 6-months of installation.
4. The NSW Police Force be requested to enforce speeding in the straight section of Yarram Street.



CTC-19-156 HENRY STREET, LIDCOMBE – PARKING & TRAFFIC CONCERNS

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Auburn

Summary:

Council has received concerns that residents of Henry Street are experiencing various parking and traffic related issues.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns that residents of Henry Street are experiencing various parking and traffic related issues.

Henry Street is a local road linking James Street and Raymond Street, Lidcombe. Henry Street is 165m long and it has a width of approximate 12.5m. Henry Street is within 500m diameter from Lidcombe Station. Most of the streets closer to Lidcombe station have been signposted with period parking (1/2 P, 1P, 2P etc.). Henry Street is unrestricted for parking.

The map below shows the location of Henry Street.



Following issues are raised by residents:

1. Parking issues caused by commuters parking in the street due to the proximity of Lidcombe station.
2. Street is used as a 'rat run' by vehicles taking short cut through Henry Street due to congestion at James Street and Joseph Street roundabout.

Traffic counts were undertaken in Henry Street in May 2019.

		Northbound	Southbound	Both Directions
Average Daily Traffic (Veh/day)		320	326	646
85 th %tile speed (km/hr)		48.1	48.8	48.4
Average Peak Hour traffic (Veh./Hour)	AM	23	12	35
	PM	34	60	94

The traffic volume counts in each direction indicate that there is no significant 'rat run' in Henry Street.

Nineteen (19) properties in Henry Street and 22 properties in Raymond Street East could use Henry Street to access their premises. This number includes 1B Raymond Street East which houses "Australian Institute of Training" who conduct training courses in Building & Construction, Warehousing, Hospitality etc. This institute also generates trips that could use Henry Street as one of the accesses.

The recorded 85th percentile speed in Henry Street was 48.4 km/hr which below the speed limit of the street.

According to the 'Centre for Road Safety' Accident Database, there were no reported accidents in Henry Street in the 5 year period between 2013 and 2017.

In regards to the commuter parking issues, Council undertook consultation with the residents of Henry Street to consider two hour (2P) parking restrictions in the street similar to adjacent streets near the Station.

Council sent out consultation letters to 22 owners and tenants in Henry Street and received 12 submissions only.

A summary of the submissions are shown in Table form below. The names and addresses of the properties are not shown in the table.

No.	AGREE	DISAGREE	NO OPINION	Conditional agreement	Comments
1		1			
2		1			
3				1	I agree with the 2 Hour parking provision. However, would the street resident be able to apply for an all day parking permit? As we don't have garage / driveway at the front.
4				1	I would recommend 2 hour parking 24/365 days/year for guests. Owner will receive 2 stickers unlimited parking (two cars/house).
5		1			I am concerned that if 2P become effective that I 'll need to constantly move my car every 2 hours. It is inconvenient for us.
6				1	Strongly agree as long as parking permits are issued (2 per resident). This letter should have also indicated the residents will be issued parking permits.
7				1	It is about time something being done. The cars even park in front of my driveway. Also are you going to give free resident parking permits?
8	1				Tenant
9			1		The biggest issue remains cars parking over residents driveways. Even if the car is booked it currently cannot be towed to give the resident access to get into or out of their driveways. If 2 Hour parking is introduced, residents should be issued parking permits for any vehicle registered to the address.
10				1	As residents , do we get a parking permit for cars? The resident called and discussed her concerns. She said that most residents do not have garages or driveways to park their cars off-street. Also, those who have driveways, do not have enough length to park their vehicles in without overhanging. She prefers permits issued.
11	1				Tenant
12	1				
	3	3	1	5	

Total number of submissions = 12

Out of the total submissions of 12, 3 residents agreed (**1 owner** and 2 tenants) with the 2 Hour parking proposal and 3 submissions objected to the proposal. Five (5) residents agreed subject to provide resident parking permits.

From the above table, it is clear that there is no majority support for the parking restrictions, some residents agreed with the condition that permits be issued to the residents to park unrestricted.

There is no resident parking permit scheme implemented in Lidcombe area including Henry Street.

It should be noted that there are 37 legal on-street parking spaces available in Henry Street.

Council took a survey of available off-street parking for the properties in Henry Street and the data is tabulated below:

No. of properties with 2 or more off-street parking spaces (including driveway)	9
No. of houses with 1 off-street parking spaces (including driveway)	8
No. of houses with no off-street parking spaces (including driveway)	2

Based on the above, a Resident Parking Scheme is not warranted in Henry Street, Lidcombe.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Henry Street in accordance with the criteria set out in Council's **Local Area Traffic Management (LATM) Policy**.

The assessments are summarised in the tables below:

Table 1 – Henry Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	0
Road Characteristics	35	11
Community Support & other factors	5	5
Total	100	21

The following table indicates the action to be taken according to the assessment points:

Table 2 – Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above results, the Henry Street data scored 21 out of 100 in accordance with Council's LATM Policy. It is advised that traffic calming devices are not warranted at this time in accordance with Council's LATM Policy.

Comments:

The members discussed about the RPS and the RMS representative indicated that a parking occupancy survey is required to assess the eligibility to provide an RPS. Parking occupancy should be 85% or more to consider an RPS.

Council officers advised that the report is for the implementation of 2P signs and Council consulted for the proposal. The RPS has been mentioned in some survey responses.

Another representative indicated that there is majority support for 2P if we include some resident's comments

It was agreed that another consultation to be undertaken indicating the consideration of a Resident Parking Scheme (RPS). Council officers advised that the consultation is to be widened to adjacent streets which have unrestricted parking.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. Request for traffic calming measures in Henry Street, Lidcombe not be approved.
2. Council undertake further consultation with the residents of Henry Street, Lidcombe incorporating consideration of a Resident Parking Scheme.

**CTC-19-157 ELM RD & NORTH ST, AUBURN – PROPOSED “NO STOPPING”
RESTRICTIONS**

State Electorate: Auburn
(File No. S1240-04)

PAC: Auburn

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersection of Elm Rd & North St, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersections of Elm Rd & North St, Auburn.

It is alleged by the resident that the intersection is unsafe due to restricted sight distance resulting from vehicles parking close to the intersection.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules. Therefore, it is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersections of Elm Rd & North St, Auburn.

Comments:

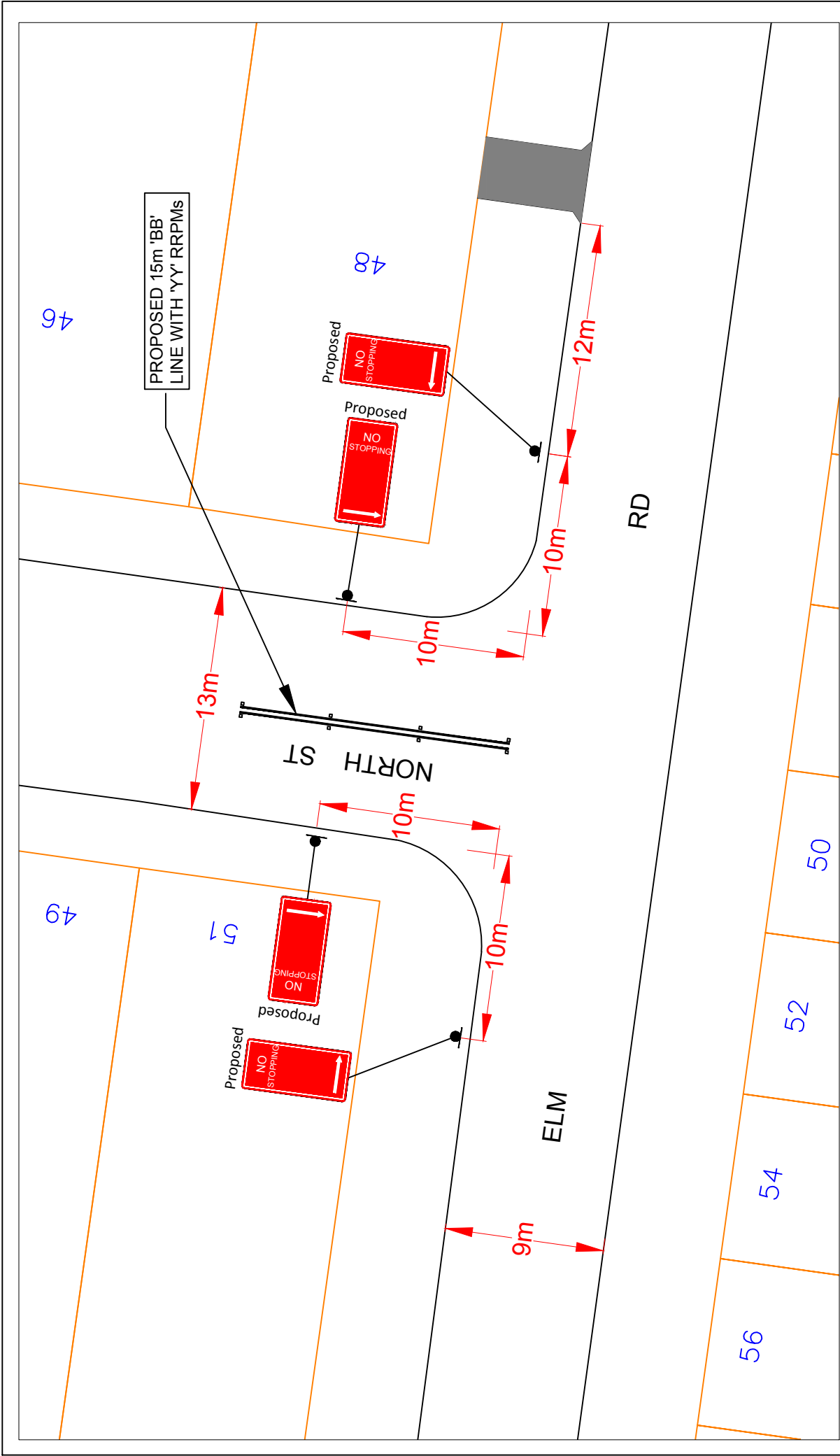
Members agreed with the proposal



Recommendation:

The Cumberland Traffic Committee recommended that the proposed “No Stopping” restrictions at the intersection of Elm Rd & North St, Auburn in accordance with the Plan CTC-19-157 be approved.

Attachments:

Plan – Proposed “No Stopping” restrictions



 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-157	TITLE:		
		Proposed 'No Stopping' restrictions at the intersection of Elm Road & North Street, Auburn		
		Date:		08/07/19
		Scale:		NTS

**CTC-19-158 GUILDFORD ROAD & CLYDE STREET, GUILDFORD WEST – PROPOSED
“NO STOPPING” RESTRICTIONS**

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from motorists regarding road safety concerns at the intersection of Guildford Road and Clyde Street, Guildford West.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from motorists regarding road safety concerns at the intersection of Guildford Road and Clyde Street, Guildford West.

Safety concerns have been raised by motorists that the intersection of Guildford Road and Clyde Street, Guildford West is unsafe due to restricted sight distance resulting from vehicles parking close to the intersection.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules. It should be noted that this intersection is approximately 360m from the Guildford Station.

Therefore, it is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersection of Guildford Road and Clyde Street, Guildford West.

Comments:

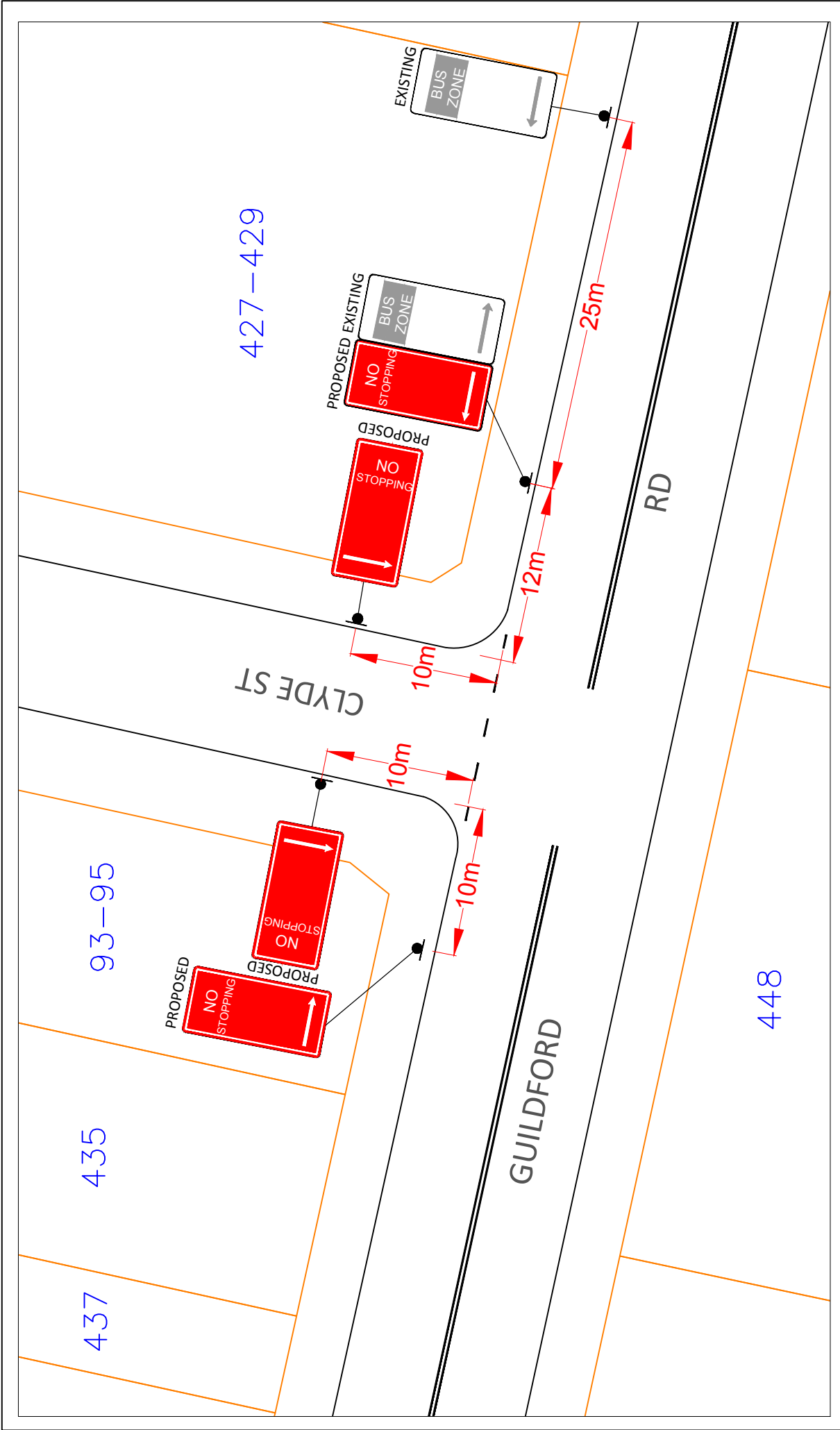
Members agreed with the proposal



Recommendation:

The Cumberland Traffic Committee recommended that the proposed “No Stopping” restrictions at the intersection of Guildford Road & Clyde Street, Guildford West in accordance with the Plan CTC-19-158 be approved.

Attachments:

Plan – Proposed “No Stopping” restrictions



 CUMBERLAND COUNCIL	Sketch Plan No.:		CTC-19-158	TITLE: Proposed No Stopping restrictions in Guildford Road & Clyde Street, Guildford West	
	File Number:		T-28-01/06		
	Drawn By:		P.L		
				Date:	13/07/19
				Scale:	NTS

CTC-19-159 MILITARY ROAD, GUILDFORD – PROPOSED PEDESTRIAN CROSSING

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

This report considers proposed pedestrian crossing on Military Road replacing the existing pedestrian refuge islands.

Report:

Following a request from Guildford Public School, Council undertook pedestrian counts in three locations, namely Military Road, Calliope Street and Kane Street in late 2018.

After analysing the pedestrian and vehicular counts, a report was presented to Cumberland Traffic Committee in November 2018.

The traffic committee recommended the provision of a marked pedestrian crossing on Military Road at the pedestrian bridge over the railway line near Trenton Road be approved in principle.

Council subsequently approved the recommendation.

Council has now completed the final investigation and design for a raised pedestrian crossing at this location.

Final construction plans will be forwarded to the RMS if there is any structural changes to the kerb alignment.

Comments:

Bus Operator representative indicated that the lane width should be minimum of 3.2m and the height of the raised crossing should be 75mm to suit the buses. Council officer indicated that the above have already been considered.

RMS representative requested that the final construction plans be forwarded to RMS. The recommendation has been modified to incorporate this request.

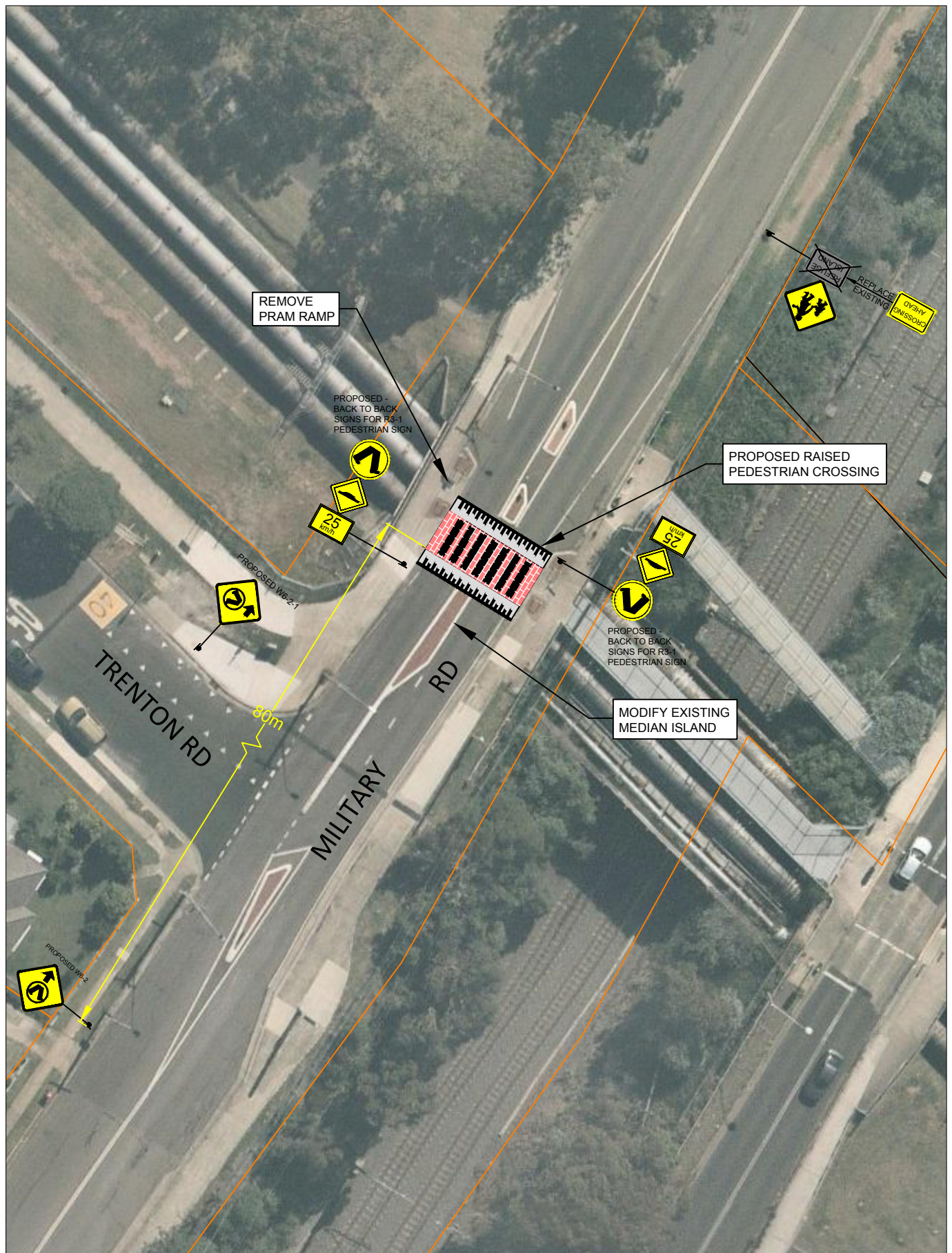
Recommendation:

The Cumberland Traffic Committee recommended that;

1. The Signs and Line marking Plan for the proposed raised pedestrian crossing on Military Road at the pedestrian bridge over the railway line near Trenton Road be approved.
2. Council forward final construction plans to the RMS for concurrence.

Attachments:

Plan – Proposed pedestrian crossing on Military Road



CUMBERLAND
COUNCIL

Sketch Plan No.:

CTC-19-159

File Number: T-28-01/06

Drawn By: P.L

TITLE:

Military Road, Guildford - Proposed
Raised Pedestrian Crossing

Date: 08/07/19

Scale: NTS



ATTACHMENT - PREVIOUS REPORT

CTC-18-161 REQUEST FOR PEDESTRIAN CROSSINGS NEAR GUILDFORD PUBLIC SCHOOL

State Electorate: Granville

LAC: Cumberland

(File No. T-28-01/06)

Summary:

This report considers a request for the installation of pedestrian crossings in Caliope Street and Kane Street in the vicinity of Guildford Public School.

Report:

Council has received a request from the School management of Guildford Public School for the installation of pedestrian crossings in Caliope Street, Kane Street and Military Road. All these locations are within School Zones.

To provide a pedestrian crossing, Council must satisfy the following warrants given in RMS Guidelines:

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

(a) the pedestrian flow per hour (P) crossing the road is ≥ 30

AND

(b) the vehicular flow per hour (V) through the site is ≥ 500

AND

(c) the product PV is $\geq 60,000$

Reduced Warrant *for sites used predominantly by children and by aged or impaired pedestrians.*

If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-

(a) $P \geq 30$

AND

(b) $V \geq 200$

a pedestrian (Zebra) Crossing may be installed.

Council undertook pedestrian and vehicle counts at the requested three locations.

The three locations are indicated in the plan below:



The plans below show specific details of each location:

Location 1



Location 2



Location 3



Location 1

CALIOPE STREET, GUILDFORD						
Period	Pedestrians					P X V
	Vehicles	child	adult	Total	% of Children	
08:00-09:00	192	66	75	141	47%	27,072
08:15-09:15	176	80	112	192	42%	33,792
08:30-09:30	144	76	114	190	40%	27,360
08:45-09:45	107	60	96	156	38%	16,692
09:00-10:00	82	18	73	91	20%	7,462
1400 - 1500	136	9	46	55	16%	7,480
1415 - 1515	172	79	107	186	42%	31,992
1430 - 1530	197	102	143	245	42%	48,265
1445 - 1545	201	105	142	247	43%	49,647
1500 - 1600	163	103	121	224	46%	36,512

Location 2

KANE STREET						
Period	Vehicles	Pedestrians				P X V
		Child	Adult	Total	% of Children	
08:00-09:00	278	12	31	43	28%	11954
08:15-09:15	248	9	36	45	20%	11160
08:30-09:30	174	6	34	40	15%	6960
08:45-09:45	106	2	26	28	7%	2968
09:00-10:00	65	1	27	28	4%	1820
14:00 - 15:00	134	23	31	54	43%	7236
1415 - 1515	174	35	34	69	51%	12006
1430 - 1530	173	36	31	67	54%	11591
1445 - 1545	161	42	23	65	65%	10465
1500 - 1600	108	24	11	35	69%	3780

Location 3

MILITARY ROAD						
Period	Vehicles	Pedestrians			% of children	P X V
		child	adult	Total		
08:00-09:00	259	70	35	105	67%	27,195
08:15-09:15	282	80	57	137	58%	38,634
08:30-09:30	280	76	60	136	56%	38,080
08:45-09:45	264	72	59	131	55%	34,584
09:00-10:00	240	15	35	50	30%	12,000
09:15-10:15	211	3	13	16	19%	3,376
09:30-10:30	209	2	7	9	22%	1,881
09:45-10:45	210	2	7	9	22%	1,890
10:00-11:00	195	2	6	8	25%	1,560
14:00 - 15:00	325	4	36	40	10%	13,000
14:15 - 15:15	347	69	92	161	43%	55,867
14:30 - 15:30	342	76	94	170	45%	58,140
14:45 - 15:45	318	77	90	167	46%	53,106
15:00 - 16:00	280	79	69	148	53%	41,440

It can be seen from the above tables that Location 1 at the intersection of Caliope Street and Military Road satisfies the required reduced warrants for a marked pedestrian crossing. The number of children crossing at this location is 66 and 105 during the morning and afternoon school times.

The Location 2 at the intersection of Kane Street and Caliope Street does not meet the warrants including the reduced warrants for provision of a pedestrian crossing.

The Location 3 on Military Road satisfies the reduced warrant for the provision of a marked pedestrian crossing. There is a pedestrian refuge at this location. This location links Military Road and Railway Terrace by a pedestrian overbridge over the railway lines.

It is proposed that Council further investigate Location 1 & 3 for the provision of marked pedestrian crossings and prepare design plans for the same.

Comments:

The RMS representative indicated that the Location 1 (Caliope Street at Military Road) meets the requirements for a marked pedestrian crossing with reduced warrants but this location must be considered under the full warrants and hence the location does not qualify for a marked pedestrian crossing.

He further said that Location 3 on Military Road meets the requirements for a marked pedestrian crossing with the reduced warrants and may be approved in principle.

Traffic committee members agreed with the above.

Recommendation:

The Committee recommended that;

1. The provision of a marked pedestrian crossing on Military Road at the pedestrian bridge over the railway line near Trenton Road (Location 3) be approved in principle.
2. Council prepares final investigation report and design plans for reporting to Cumberland Traffic Committee in February 2019.

CTC-19-160 JOHN STREET AND CHILDS STREET, LIDCOMBE – PROPOSED ROUNDABOUT – SAFER ROAD PROGRAM 2019/2020 FY – APPROVED PROJECT

State Electorate: Auburn
(File No. S1940-04)

PAC: Auburn

Summary:

Council has received funding under the Federal Nation Building Blackspot Program 2019/2020 financial year for the construction of roundabout at the intersection of John Street and Childs Street, Lidcombe.

This report outlines the outcome of a review into this matter.

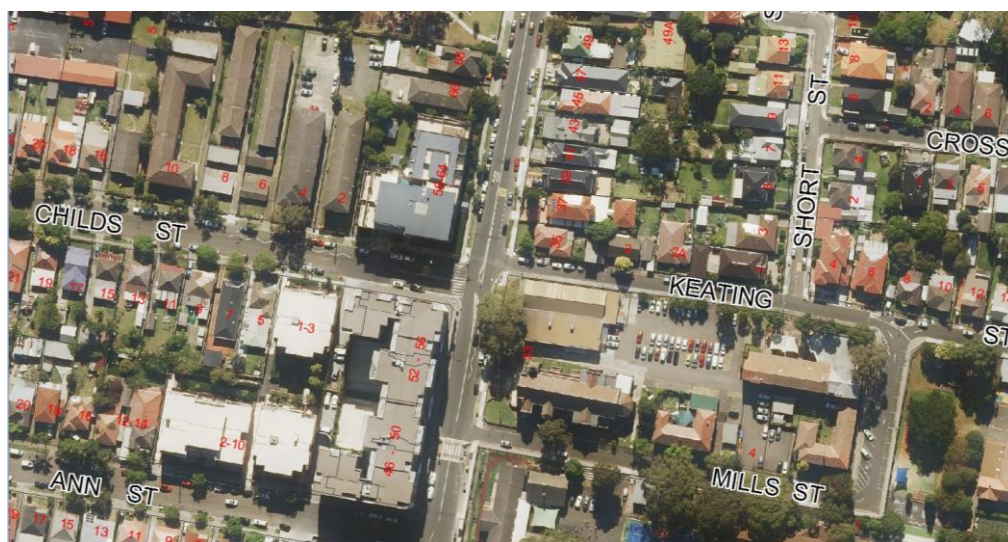
Report:

John Street is a collector road that runs in a north-south direction between Parramatta Road and Church Street in the Lidcombe Town Centre, it has a width of approximately 12.5m with a signpost 50km/h speed limit at this section of John Street.

Childs Street is a local road that runs in an east-west direction between Olympic Drive and John Street, it has a width of approximately 12.5m with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

John Street and Childs Street form a T-intersection with 'Give-way' signs on Childs Street.

The map below shows details of the intersection and the surrounding streets.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for Black Spot Program 2018/2019 Financial Year, however, Roads and Maritime Services has nominated the site for 2019/2020 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated: July 2012 – June 2017 (5 years)
Total number of injury crashes: 5
Primary crash type: Cross traffic (RUM 10, 10, 11, 13, 0)
Proposed treatment: Installation of roundabout
Treatment cost: \$245,000

Following the submission, Council has received a formal letter from the Roads and Maritime Services (RMS). The letter advised that the proposed roundabout at intersection of John Street and Childs Street has received funding of \$245,000. This project will need to be constructed/completed within 2019/2020 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Comments:

Local member's representative inquired about the turning movements into Keating Street for the northbound traffic and Council officers advised that the existing arrangements remain same.

Members agreed with the proposal.

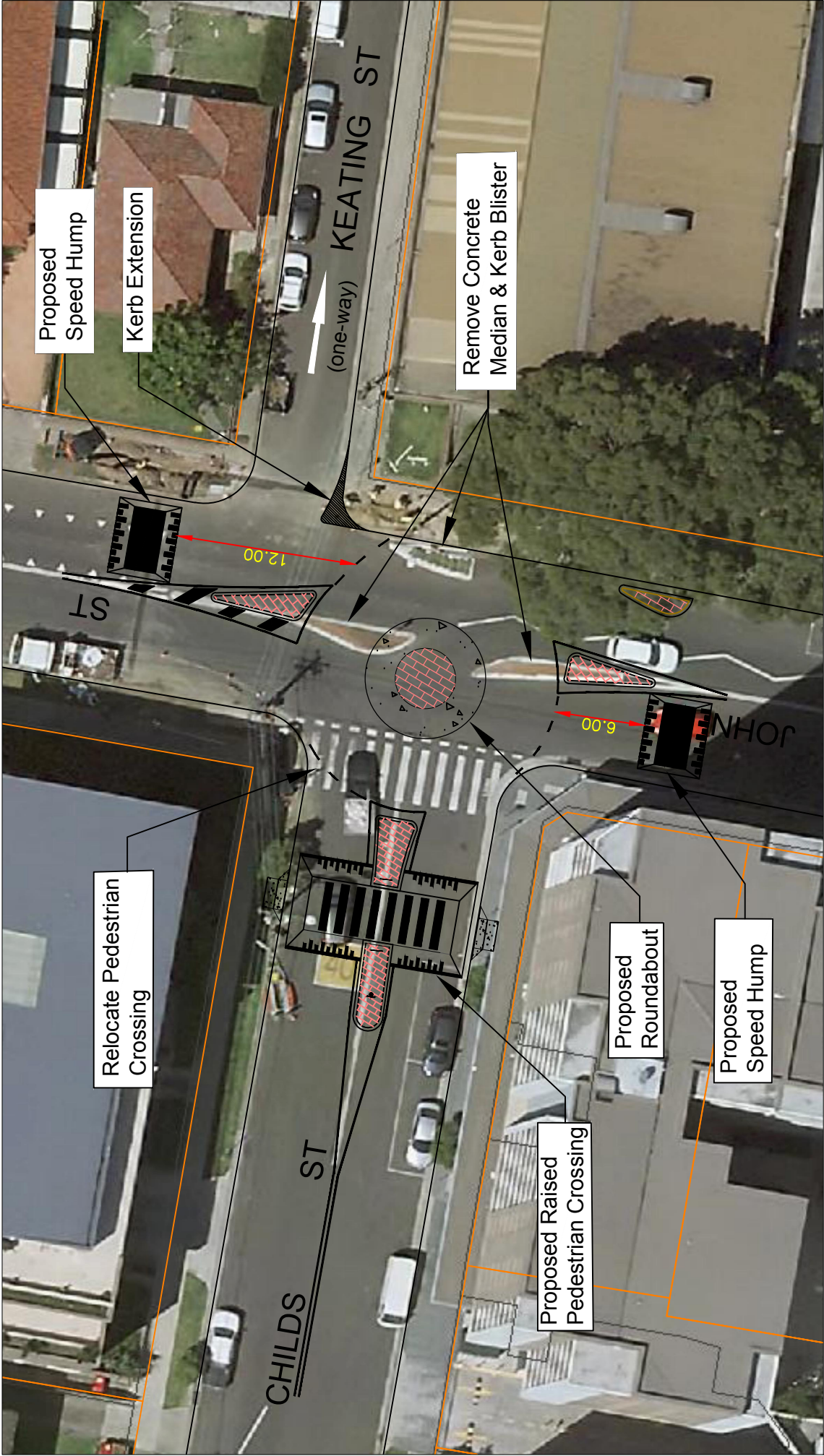
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed roundabout at the intersection of John Street with Childs Street, Lidcombe in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plans – John Street and Childs Street, Lidcombe – Roundabout detailed design

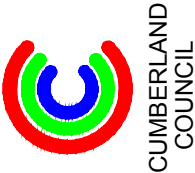


TITLE: 2019/20 NSW SAFER ROADS & FEDERAL BLACKSPOT PROGRAMS -
Proposed Roundabout in the intersection of John Street & Childs St, Lidcombe
- Option 2

Scale: NTS

Date: 30/07/18

16 Memorial Avenue (PO Box 42)
MERRYLANS NSW 2160
T 02 9840 9840 I F02 9840 9734
DX 25408 MERRYLANS
TTY 02 9840 9988
ABN 22 798 563 329



CTC-19-161 BENAUD STREET, GREYSTANES – REQUEST FOR THE RELOCATION OF ‘NO STOPPING’ SIGN

State Electorate: Prospect
(File No. GS-069-TP)

PAC: Cumberland

Summary:

Council has received a request from a local resident regarding relocation of an existing ‘No Stopping’ sign on Benaud Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding relocation of an existing ‘No Stopping’ sign in front of 12 Benaud Street, Greystanes. The resident has experienced difficulty of loading / unloading goods at the front of the property.

Council’s Officers have investigated this matter and found that the relocation of ‘No Stopping’ sign will not impact on the turning circle for Council’s garbage truck at the cul-de-sac. The proposed relocation of ‘No Stopping’ sign would assist the resident in loading / unloading goods at the front of the property.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The relocation of ‘No Stopping’ sign at the front of 12 Benaud Street, Greystanes in accordance with the attached plan be approved.

Attachments:

1. Plan – Benaud Street, Greystanes – Proposed relocation of ‘No Stopping’ sign

**CTC-19-162 MARY STREET, AUBURN – REQUEST FOR THE INSTALLATION OF
‘BUS ZONE’ SIGNS**

State Electorate: Auburn
(File No. S2460-04)

PAC: Auburn

Summary:

Council has received a request to install ‘Bus Zone’ signs at the existing bus stop located in front of 6 Mary Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request to install ‘Bus Zone’ signs at the existing bus stop located in front of 6 Mary Street, Auburn.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stop located on the northern side of Mary Street. The bus operator has experienced difficulty in picking up / dropping off passengers due to vehicles parking within / close to the existing bus stop. In accordance with NSW Road Rules 2014 – Part 12 – Division 6 – Rule 195, requires 30m space as ‘Bus Zone’ so a bus could manoeuvre.

In this regard, it is proposed to install ‘Bus Zone’ signs on Mary Street as per the attached plan.

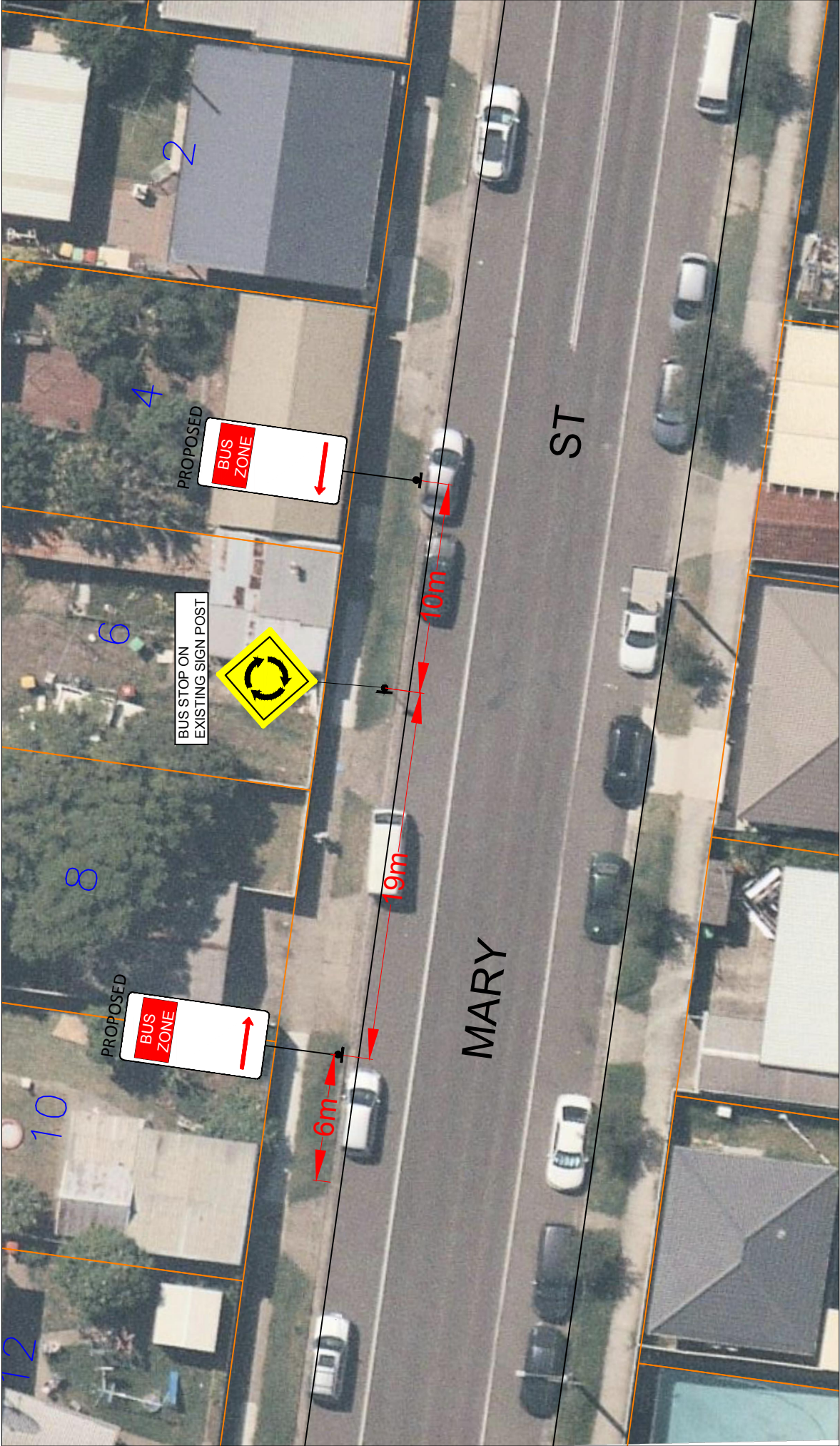
Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘Bus Zone’ signs on the northern side of Mary Street, Auburn in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.



CTC-19-163 MYALL STREET AND DENMARK STREET, MERRYLANDS – PROPOSED INTERSECTION IMPROVEMENT

State Electorate: Granville
(File No. GS-589-TP)

PAC: Cumberland

Summary:

Council has received a complaint from a local resident regarding road safety concern at the intersection of Myall Street and Denmark Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Myall Street is a local road that runs in an east-west direction, it has a width of approximately 12m with a signpost 50km/h speed limit. Parking is permitted on both sides of the road.

Denmark Street is a local road that runs in a north-south direction, it has a width of approximately 12m and signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Denmark Street and Myall Street form a cross intersection with priority to Denmark Street and 'Stop' signs on Myall Street.

Council has received a complaint from a local resident regarding speeding issues on Myall Street road and motorists do not stop at the intersection of Myall Street and Denmark Street, Merrylands which raise road safety concern.

Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management (LATM) Policy. The investigation revealed that there were 5 accidents recorded along Myall Street between Chetwynd Road and Military Road, including 1 accident at the intersection of Myall Street and Denmark Street within the last five years in accordance with the latest Roads and Maritime Services (RMS) crash data.

Traffic count was also conducted on Myall Street, west of Denmark Street in May 2019. The results indicated an AADT volume of 780 vehicles/day, an 85th percentile speed of 59.4 km/h and the mean (average) vehicle speed of 49.1 km/h.

The results of the traffic count, recorded crashes etc. were used to determine the feasibility of installation of traffic calming devices on Myall Street in accordance with the criteria set out in Council's LATM Policy. The assessments are summarised in the tables below:

Table 1 – Myall Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	10
Road Characteristics	35	12
Community Support & other factors	5	5
Total	100	42

The following table indicates the action to be taken according to the assessment points:

Table 2 – Myall Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the Council LATM policy, the installation of traffic calming devices on Myall Street is not warranted. However, due to road geometry at the intersection of Myall Street and Denmark Street it is proposed that rubber speed humps and BB lines be installed on Myall Street on both approaches to slow traffic flow when reaching the intersection. The proposal would improve road safety for all road users.

Comments:

Members discussed about the maintenance issues related to rubber cushions. Council officer indicated that speed cushions are relatively cheaper and could be removed with less cost if required compared to concrete humps.

Members agreed with the proposal.

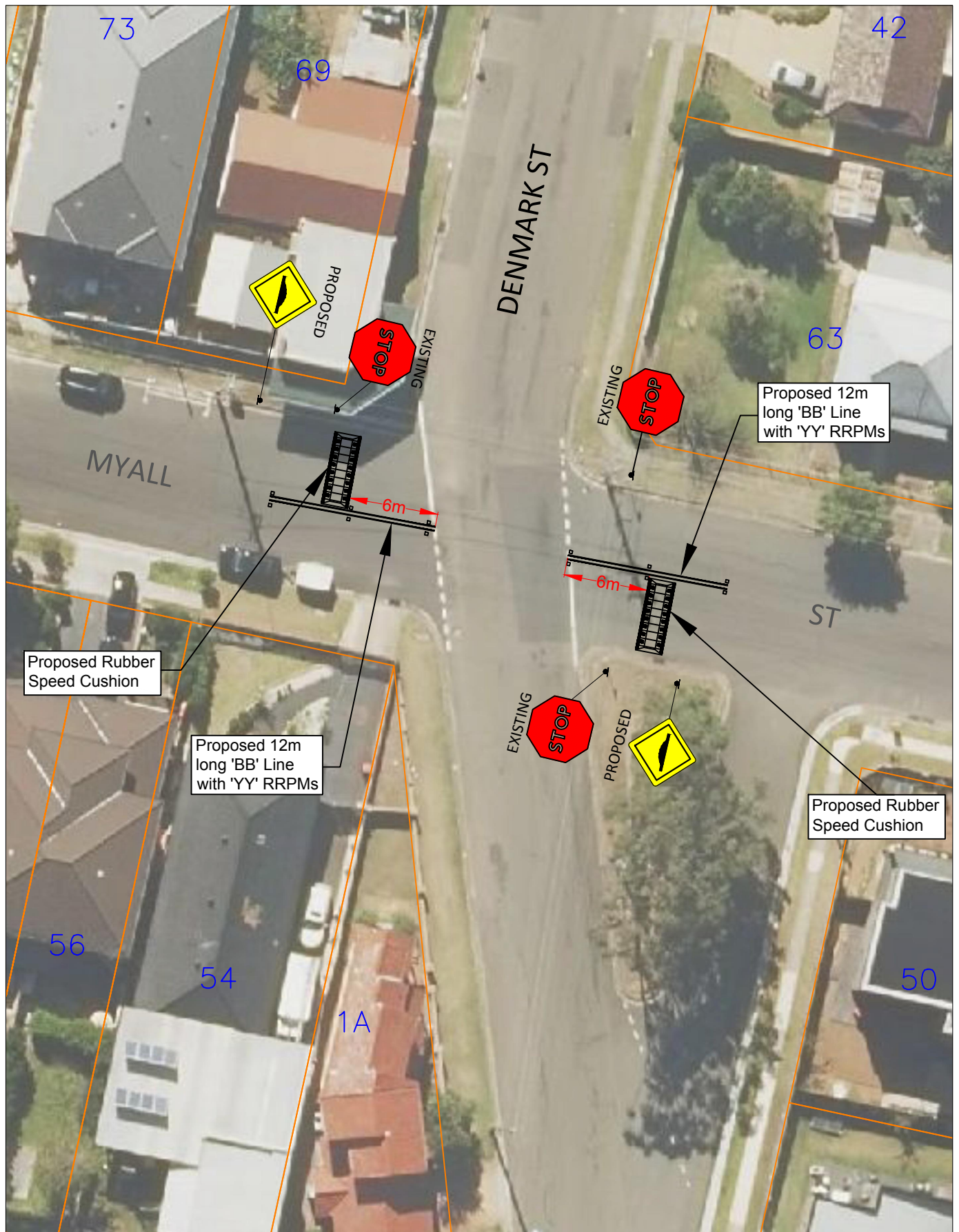
Recommendation:



The Cumberland Traffic Committee recommended that:

- i) The installation of rubber speed humps, RRPMS, signs and line marking on Myall Street at Denmark Street, Merrylands in accordance with the attached plan be approved.

Attachments:

1. Plan – Myall Street, Merrylands – Proposed rubber speed humps.



 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-163	TITLE: Myall St & Denmark St, Merrylands - Proposed Intersection Treatment	
	File Number: T-28-01/06	Date: 08/07/19	
	Drawn By: P.L	Scale: NTS	

CTC-19-164 CUMBERLAND ROAD & ALBERT ROAD, AUBURN – PROPOSED TRAFFIC CALMING DEVICES AT THE ROUNDABOUT

State Electorate: Auburn
(File No. S0910-04)

PAC: Auburn

Summary:

Council has received a complaint from the worshippers of Sri Mandir Temple regarding road safety concerns at the intersection of Cumberland Road and Albert Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a complaint from the worshippers of Sri Mandir Temple regarding speeding issues at the roundabout on the intersection of Cumberland Road and Albert Road, Auburn. The Sri Mandir Temple is located on the north eastern corner of this intersection.

The complainants allege that cars are speeding at the roundabout and is creating safety concerns at the intersection. The roundabout was designed to accommodate buses as the Transdev bus route 909 operates along Cumberland Road. It should be noted that the Mandir attracts a large number of devotees on special occasions who use the footpaths around the roundabout.

Council officers considered road narrowing however this will cause buses to either mount the kerb or the splitter island as there are bus stops located on Cumberland Road near the roundabout. Therefore, it is proposed that rubber speed humps be installed to slow down the traffic when approaching the roundabout. The proposal would improve road safety for all road users.

Comments:

Members agreed with the proposal.

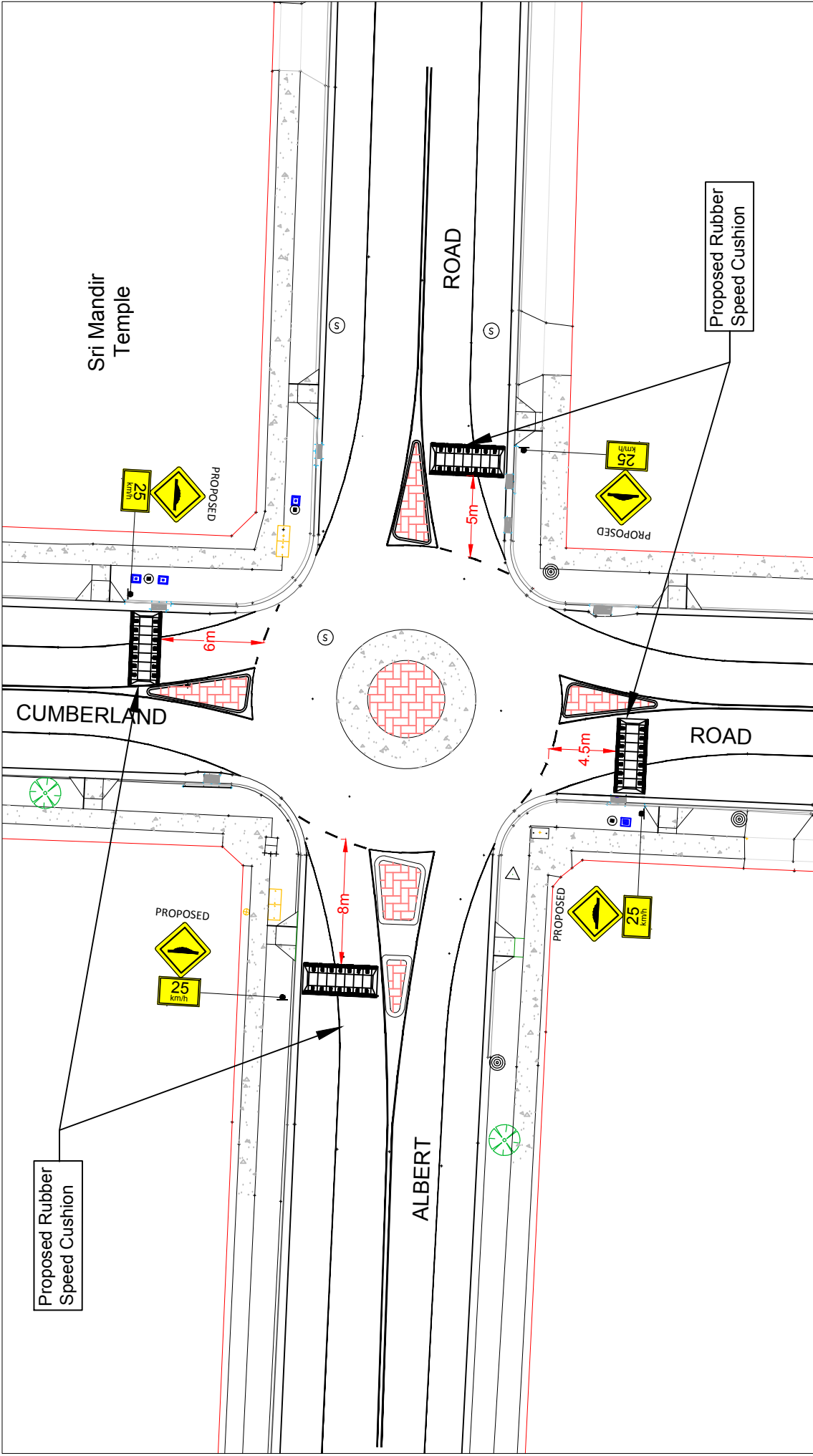
Recommendation:



The Cumberland Traffic Committee recommended that:

- i) Rubber speed humps and associated signs be installed on all the approaches to the roundabout at Cumberland Road & Albert Road, Auburn in accordance with the attached plan be approved.

Attachments:

1. Plan – Cumberland Road & Albert Road, Auburn – Proposed rubber speed humps.



	Sketch Plan No.: CTC-19-164	TITLE: Proposed speed cushions in Cumberland Road & Albert Road, Auburn			
				File Number: S0910-04	Date: 09/07/19
				Drawn By: P.L	Scale: NTS

CTC-19-165 RITA STREET, MERRYLANDS – TRAFFIC CONCERNS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns that the traffic volumes have increased in Rita Street, Merrylands following the WestConnex M4 Widening project. Concerns have also been raised regarding safety of kids using the playground.

This report outlines the outcome of the investigation into this matter.

Report:

Rita Street is local road linking Coleman Street and Burnett Street. It is approximately 820m long. Rita Street is approximately 9.7m wide the first 450m from Coleman Street and 7.6m wide from the bend near Leawarra reserve to Burnett Street.

The map below shows the location of Rita Street, Merrylands.



Existing Traffic Calming Measures

Rita Street has several traffic calming measures already implemented. These are:

1. Intersection treatment at its intersection with Davion Street.
2. Two raised thresholds on both sides of the crossing location from the pedestrian tunnel under the Motorway.
3. Concrete median island on the bend adjacent to Leawarra reserve.
4. Intersection treatment at its intersection with Morgan Street.

According to Accident Database from Centre for Road Safety, during the five (5) year period between July 2013 to June 2018, there was one reported accident in Rita Street which is a 'loss of control accident' in 2013.

Traffic counts were undertaken in Rita Street in May 2019 in Rita Street west of Chester Street.

Rita Street Traffic count		
Average Daily Traffic (Veh/day)		1,029
85 th %tile speed (km/hr)		55.7
% of vehicles travelling below the speed limit		62.7
Median Speed (km/hr)		47.3
Maximum Average Peak Hour traffic (Veh./Hour)	AM	100
	PM	98

It is noted that the average daily traffic in the street is 1,029 Veh/day which is considered appropriate in line with the functions of Rita Street. Rita Street has intersections with Laura Street, Davison Street, Chester Street, Morgan Street and Margaret Street in addition to both ends with Coleman Street and Burnett Street.

All the above streets including Rita Street provide access to over 190 properties. While some streets have access to another road, it is considered that Rita Street effectively provides generated trips from over 120 properties in addition to the traffic generated by visitors to the Leawarra reserve. An average daily traffic volume of 1,029 vehicles per day is not significant for a residential of similar nature. Maximum average peak hour traffic values in the street are 100 and 98 vehicles per hour in the AM and PM peak hours.

An assessment of traffic conditions in Rita Street reported to Holroyd Traffic Committee in August 2009 (HT71-09) has indicated that the average daily traffic in the street was 1,187 vehicles per day. The count was taken near Morgan Street intersection.

Based on the above, it is clear that the traffic volumes in Rita Street have not changed significantly over the last 10 years rather the traffic volumes have reduced. After the implementation of the various measures in Rita Street, the

traffic volumes are in the same order which supports the assumption that the traffic is locally generated.

However, in view of the concerns raised in regards to street racing in the vicinity of the park, it is considered appropriate to request police assistance in controlling the dangerous driving/riding activities in the street.

Comments:

After brief discussion, members agreed with the recommendations.

Recommendation:

The Cumberland Traffic Committee recommended that;

1. The information contained in the report be noted.
2. Council request Police assistance by undertaking random speed surveillance in Rita Street, Merrylands.
3. Council review conditions in Rita Street, Merrylands in February 2020.

CTC-19-166 LANE STREET AND VERON STREET, WENTWORTHVILLE – PROPOSED ROUNDABOUT

State Electorate: Granville
(File No. GS-848-TP)

PAC: Cumberland

Summary:

Former Holroyd Council at its meeting on 16 August 2011 considered a report (vid HT87-11) regarding proposed roundabout at the intersection of Lane Street with Veron Street, Wentworthville. Council resolved in part that the proposed concept roundabout design be approved and the construction is subject to funding availability.

This report outlines the outcome of the investigation into this matter.

Report:

Former Holroyd Council at its meeting on 16 August 2011 considered a report (vid HT87-11) regarding proposed roundabout at the intersection of Lane Street with Veron Street, Wentworthville. Council resolved in part that the proposed concept roundabout design be approved and the construction is subject to funding availability.

Council's Officers have amended the design to ensure that the proposed roundabout, median islands, pedestrian refuges and associated signs and line marking are in accordance with current Australian Standards, Austroads and Roads and Maritime Services Guidelines.

The cost estimate for the construction of roundabout is approximately \$300,000. It is advised that the final cost may vary depends on final construction plan and relocation of existing services / utilities. The construction cost will be allocated from Traffic Facilities Budget in 2020/2021 financial year.

Comments:

Local member's representative requested that the construction be undertaken in the first quarter of the financial year 2020/21.

Members agreed with the recommendation.

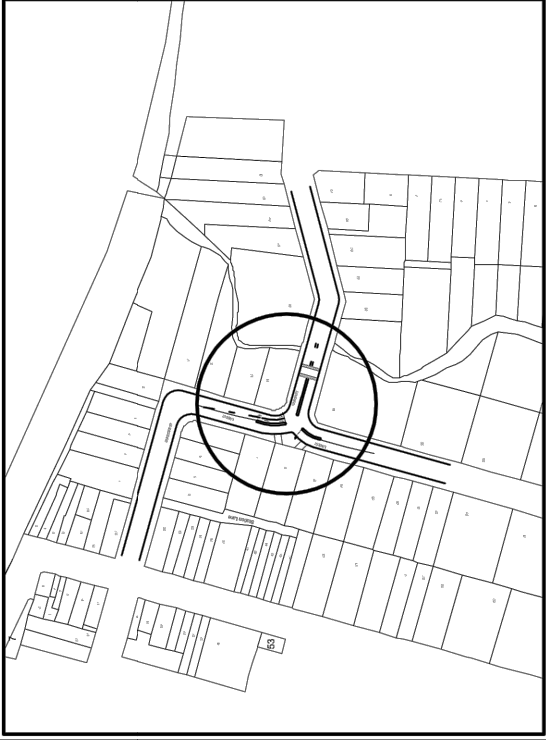
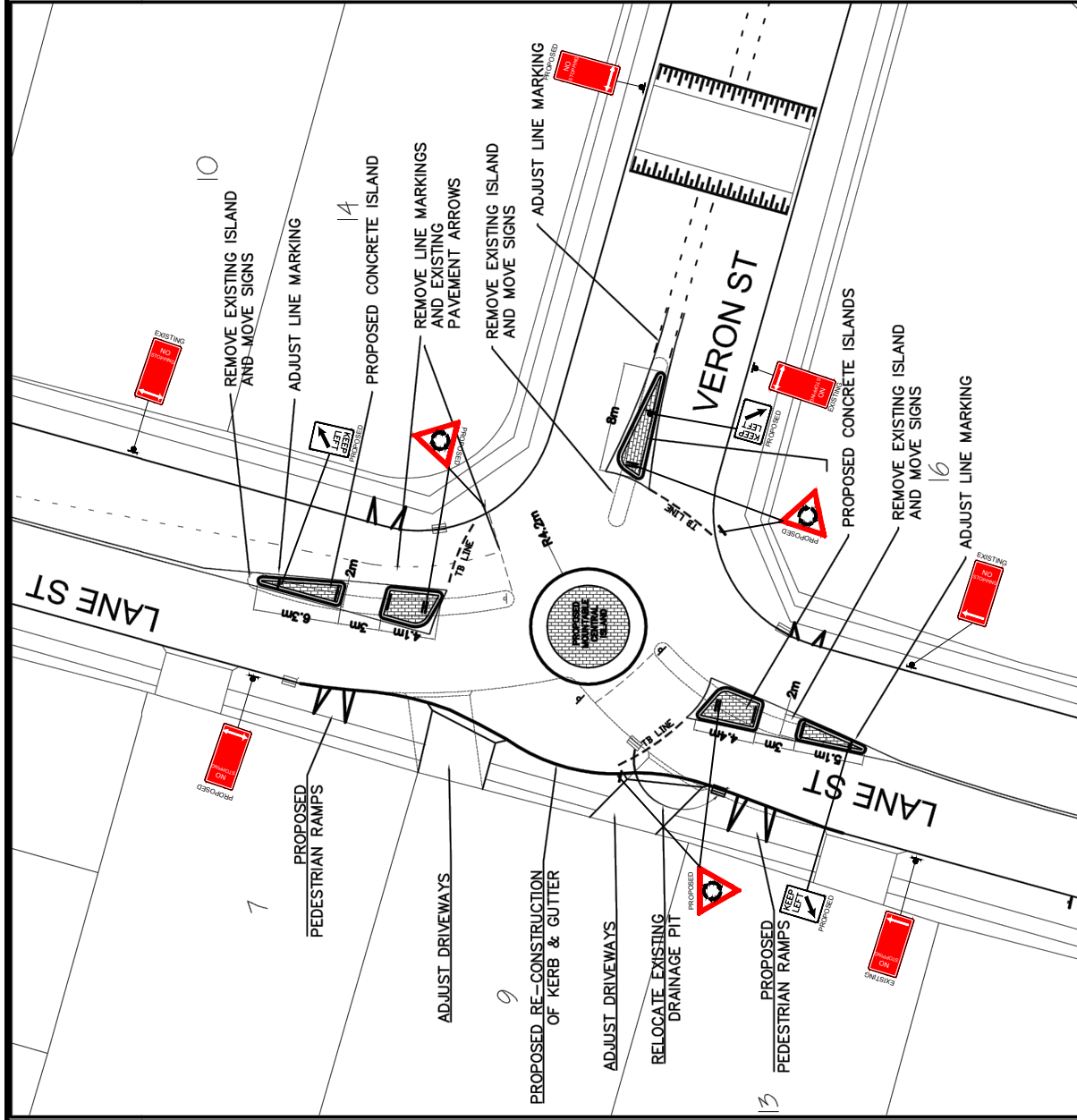
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed roundabout, median islands, signs and line marking at the intersection of Lane Street with Veron Street, Wentworthville in accordance with the attached plan be approved.
- ii) The works to be undertaken in the first quarter of the 2020/21 Financial Year.

Attachments:

1. Plan – Lane Street and Veron Street, Wentworthville – Proposed roundabout



SITE PLAN

SIGNS USED & REFERENCE NUMBERS			
①	②	③	④

NOTES:

1. ALL LINE MARKING SHALL BE IN COLD APPLIED PLASTIC.
2. PROVIDE SIGNS AS INDICATED IN THE PLAN AS PER STANDARDS "AS 1743-1989".
3. ALL LINE MARKING SHALL BE IN ACCORDANCE WITH RTA GUIDELINES
4. LINE MARKING SHALL BE IN ACCORDANCE WITH AUSTRROADS GUIDE "GUIDE TO TRAFFIC ENGINEERING PRACTICE - PART 6 - ROUNDABOUTS".



16 Memorial Avenue, PO Box 42, Merrylands NSW 2160
T +61 2 9840 9840 F +61 2 9840 9734
cumberland.nsw.gov.au



DX 25408 Merrylands TTY 02 9840 9888 ABN 22 798 563 329

TITLE :
INTERSECTION OF VERON STREET AND
LANE STREET, WENTWORTHVILLE
PROPOSED ROUNDABOUT

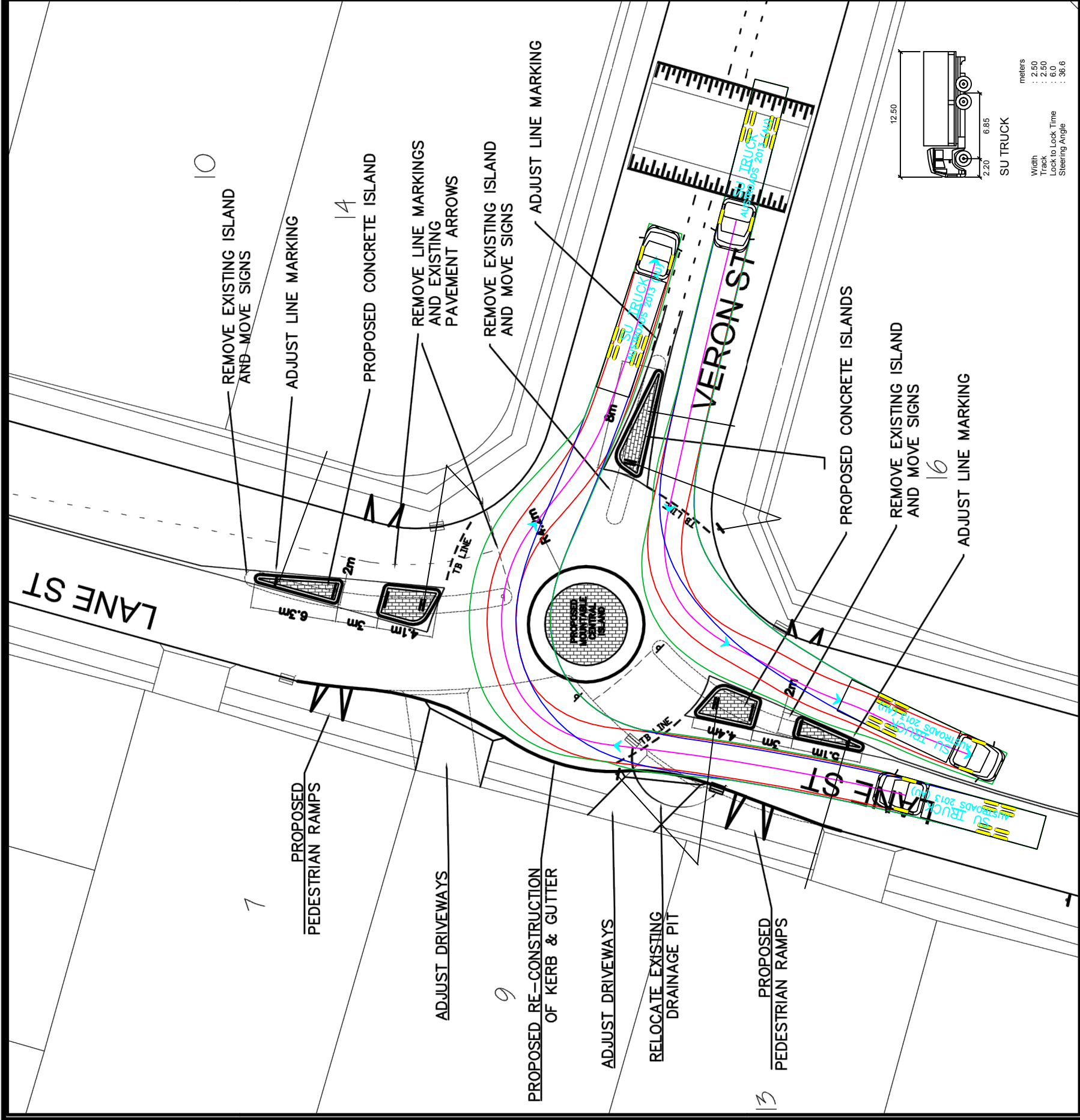
Surveyed: Scale NTS

Drawn : K.W. Sheet 1 of 1

CONCEPT ONLY

Drawing N°

Date : 2/8/19



SITE PLAN

SIGNS USED & REFERENCE NUMBERS			
①	R1-3(B)	②	W2-7(B) 70m from roundabout
③	AHEAD R7-2(B) 70m from roundabout	④	Special Chevron Low mounted 450mm above surface
⑤	NO STOPPING R5-400(L)	⑥	NO STOPPING R5-400(R)
⑦	NO STOPPING R2-209L		

NOTES:

1. ALL LINE MARKING SHALL BE IN COLD APPLIED PLASTIC.
2. PROVIDE SIGNS AS INDICATED IN THE PLAN AS PER STANDARDS "AS 1743-1989".
3. ALL LINE MARKING SHALL BE IN ACCORDANCE WITH RTA GUIDELINES
4. LINE MARKING SHALL BE IN ACCORDANCE WITH AUSTRADS GUIDE "GUIDE TO TRAFFIC ENGINEERING PRACTICE – PART 6 – ROUNDABOUTS".



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TITLE:

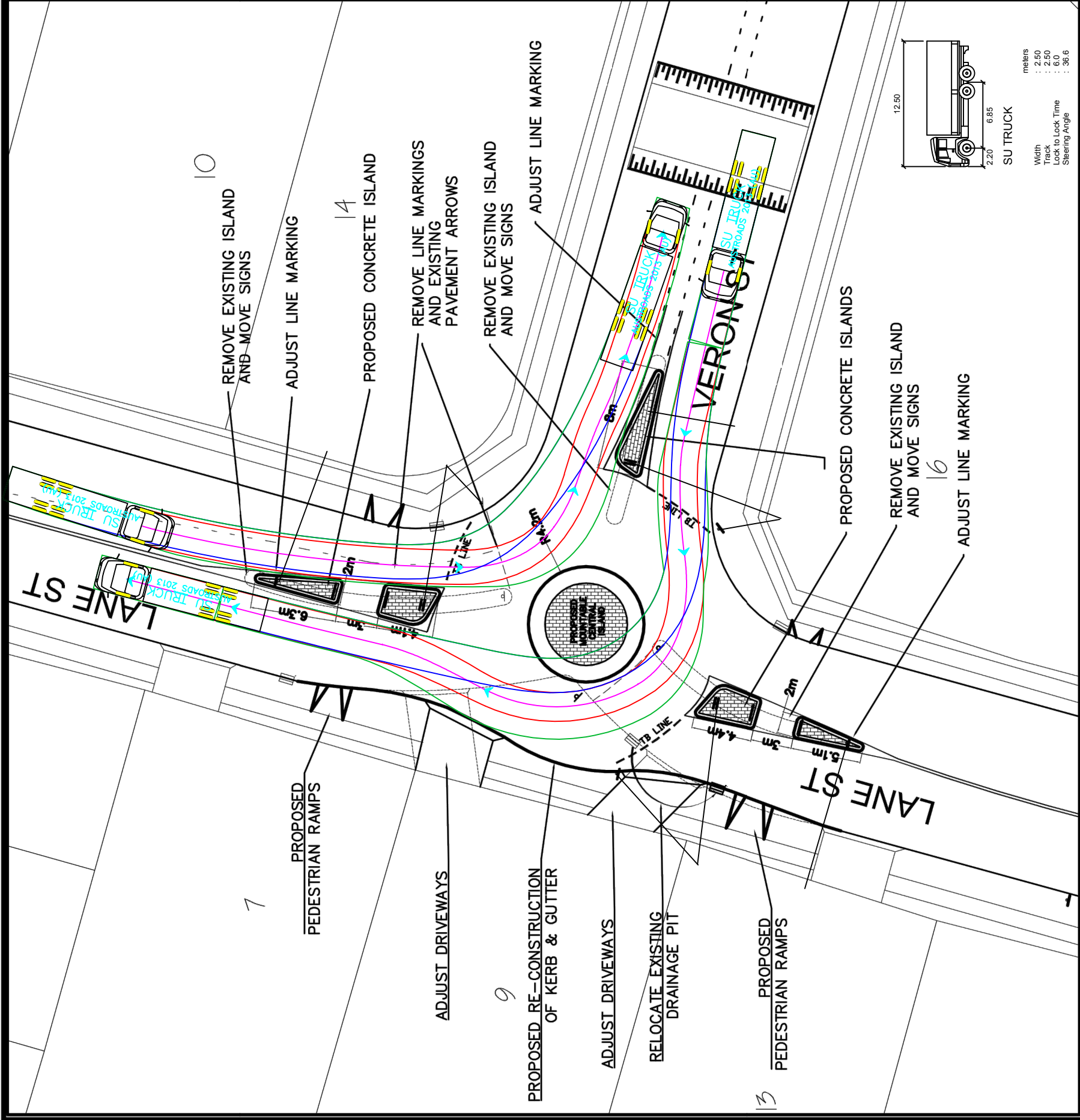
INTERSECTION OF VERON STREET AND
LANE STREET, WENTWORTHVILLE
PROPOSED ROUNDABOUT

CONCEPT ONLY








Surveyed: Scale NTS Drawing N°

Drawn : K.W. Sheet 1 of 1

Date : 2/8/19



SITE PLAN

SIGNS USED & REFERENCE NUMBERS											
①		R1-3(B)	②		W2-7(B) 70m from roundabout	③		R7-2(B) 70m from roundabout	④		Special Chevron Low mounted 450mm above surface
⑤		R5-400(L)	⑥		R5-400(R)	⑦		R2-209L			

NOTES:

1. ALL LINE MARKING SHALL BE IN COLD APPLIED PLASTIC.
2. PROVIDE SIGNS AS INDICATED IN THE PLAN AS PER STANDARDS "AS 1743-1989".
3. ALL LINE MARKING SHALL BE IN ACCORDANCE WITH RTA GUIDELINES
4. LINE MARKING SHALL BE IN ACCORDANCE WITH AUSTRADS GUIDE "GUIDE TO TRAFFIC ENGINEERING PRACTICE – PART 6 – ROUNDABOUTS".



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TITLE:

INTERSECTION OF VERON STREET AND
LANE STREET, WENTWORTHVILLE
PROPOSED ROUNDABOUT

CONCEPT ONLY

Surveyed: Scale NTS Drawing N°

Drawn : K.W. Sheet 1 of 1

Date : 2/8/19

CTC-19-167 WEBB STREET, MERRYLANDS–SPEEDING CONCERNS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received concerns that vehicles are speeding in Webb Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns that vehicles are speeding in Webb Street, Merrylands and a resident has requested speed calming devices.

Webb Street, Merrylands is a local road linking Coleman Street and Chester Street and runs in an east-west direction. It is approximately 300m long and 10.3m wide.

Traffic counts were undertaken in Webb Street in May 2019 and the recorded data is given below:

Average Daily Traffic	908 Veh./day
85 th %tile speed	56.1 km/hr
Median Speed	46.1km/hr

There were no reported mid-block accidents in Webb Street in the 5 year period between July 2013 and June 2018.

The map below shows the location of Webb Street, Merrylands



An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Webb Street in accordance with the criteria set out in Council's **Local Area Traffic Management (LATM) Policy**.

The assessments are summarised in the tables below:

Table 1 – Webb Street – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	25

The following table indicates the action to be taken according to the assessment points:

Table 2 – Action

Criteria	Action
>75	Report to HTC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above results, Webb Street data scored 25 out of 100 in accordance with Council's LATM Policy. It is advised that traffic calming devices are not warranted in Webb Street in accordance with Council's LATM Policy.

The following two options are provided for the Traffic Committee to consider for their recommendation.

Option 1:

The Cumberland Traffic Committee recommends that:

1. Traffic calming devices not be provided in Webb Street, Merrylands.
2. Council review conditions in Webb Street, Merrylands in August 2020 and report to Cumberland Traffic Committee if significant changes are recorded.

Option 2:

The Cumberland Traffic Committee recommends that Council undertake consultation with the residents of Webb Street, Merrylands to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Comments:

Local member's representative indicated that it would be better to note the number of complaints received in the report.

Council officer indicated that normally when representation is made by a local member or councillor, the concern is considered from the community.

After a brief discussion, members agreed with the recommendation as given in Option 2.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Webb Street, Merrylands to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

CTC-19-168 OLD PROSPECT ROAD AND GRAFTON STREET, GREYSTANES – REQUEST FOR THE INSTALLATION OF ‘NO STOPPING’ SIGNS

State Electorate: Prospect
(File No. HC-24-01-3/02)

PAC: Cumberland

Summary:

Council has received a request for the installation of ‘No Stopping’ signs at the intersection of Old Prospect Road and Grafton Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of ‘No Stopping’ signs at the intersection of Old Prospect Road and Grafton Street, Greystanes due to vehicles parking too close to the intersection.

Council’s Officers have investigated this matter and the investigation revealed that there is no ‘No Stopping’ signs at this intersection and vehicles were parked too close to the intersection which restrict sight distance on both sides. Therefore, the installation of ‘No Stopping’ signs would improve road safety at this intersection.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The installation of ‘No Stopping’ signs at the intersection of Old Prospect Road and Grafton Street, Greystanes in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Old Prospect Road and Grafton Street, Greystanes – Proposed ‘No Stopping’ signs



TITLE: OLD PROSPECT ROAD, GREYSTANES
PROPOSED 'NO STOPPING' RESTRICTIONS



DESIGNED: T.T.

SCALE: N.T.S.

CHECKED: S.S.

DATE: 2/08/19

DRAWING N

CTC-19-168

CTC-19-169 EXCELSIOR STREET, GUILDFORD–PARKING SIGNAGE ADJACENT TO GRANVILLE SOUTH CREATIVE & PERFORMING ARTS HIGH SCHOOL

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from the Granville South Creative and Performing Arts High School to provide parking signage on Excelsior Street adjacent to the school.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from the Granville South Creative and Performing Arts High School to provide parking signage on Excelsior Street adjacent to the school grounds. There is a bus stop in the vicinity and rest of the kerb side adjacent to the school grounds is unrestricted for parking.

Council has been requested to install “No Parking” signs between 8:00AM and 4:00PM on school days at this area excluding the bus stop approach and exit.

It is also proposed to install “Bus Zone” signs at the bus stop.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. Installation of “Bus Zone” signs at the bus stop on Excelsior Street adjacent to Granville South Creative and Performing Arts High School in accordance with the attached plan be approved.
2. Installation of “No Parking, 8:00AM-4:00PM, School Days” signs on Excelsior Street adjacent to Granville South Creative and Performing Arts High School in accordance with the attached plan be approved.



CUMBERLAND
COUNCIL

Sketch Plan No.:

CTC-19-169

File Number: T-28-01/06

Drawn By: P.L

TITLE:

Proposed parking restrictions outside
Granville South Creative and Performing
Arts High School in Excelsior St, Guildford

Date: 26/07/19

Scale: NTS



CTC-19-170 MYEE STREET, MERRYLANDS – PROPOSED ‘BUS ZONE’ SIGNS

State Electorate: Granville
(File No. GS-590-TP/02)

PAC: Cumberland

Summary:

Council has received a request from Merrylands East Public School for the installation of part time ‘Bus Zone’ signs on Myee Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Merrylands East Public School has experienced difficulty in securing a safe bus zone area near school gate for drop off / pick up of children for school carnival, excursions and other school activities. In this regard, the school has requested to convert existing ‘No Parking, 8:30am – 9:30am, 2:30pm – 3:30pm – School Days’ restriction to a part time ‘Bus Zone, 7:30 am – 3:30pm, School Days’ restriction on Myee Street, Merrylands.

Council’s Officers have investigated the request and the investigation indicated that the current bus zone length required a minimum 30m. In this regard, additional unrestricted on-street parking spaces will be removed during the proposed bus zone restriction. However, the installation of ‘Bus Zone’ sign would provide a safe bus zone area for drop off / pick up of school children.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

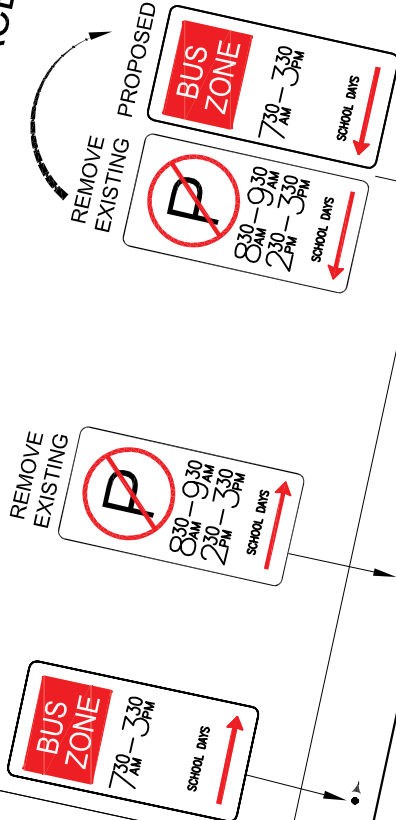
- i) The installation of part time ‘Bus Zone, 7:30 am – 3:30pm, School Days’ signs on Myee Street, Merrylands in accordance with the attached plan be approved.

Attachments:

1. Plan – Myee Street, Merrylands – Proposed part time ‘Bus Zone’ signs

MERRYLANDS EAST
PRIMARY SCHOOL

REPLACE



MYEE ST

26 24 22 20



TITLE:

MYEE STREET, MERRYLANDS
PROPOSED 'BUS ZONE'



DESIGNED: T.T.

SCALE: N.T.S.

DRAWING N

CHECKED: S.S.

DATE: 4/07/19

CTC-19-XX

CTC-19-171 DENNISTOUN AVENUE, GUILDFORD WEST – PROPOSED SPEED HUMPS

State Electorate: Fairfield
(File No. GS-232TP)

PAC: Cumberland

Summary:

Council has received a request from local residents for the installation of traffic calming devices on Dennistoun Avenue, Guildford West between Fairfield Road and Lomond Street.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents for the installation of traffic calming devices on Dennistoun Avenue, Guildford West between Fairfield Road and Lomond Street.

Council's Officers have investigated the request in accordance with Council's Local Area Traffic Management Policy and the study area was between Fairfield Road and Byron Road. The investigation revealed that there are 9 crashes recorded at this section of road, 7 of the crashes were related to off path on straight and off path, on curved or turning type of crashes (off carriageway / RUM code 71 and 81).

Traffic count was also conducted on Dennistoun Avenue in June 2019. The results indicated an AADT volume of 2804 vehicles/day, an 85th percentile speed of 62 km/h and the mean (average) vehicle speed of 54.6 km/h.

The results of the traffic count, recorded crashes etc. were assessed to determine the feasibility of the installation of traffic calming devices on Dennistoun Avenue in accordance with the criteria set out in Council's LATM Policy. The assessments are summarised in the tables below:

Table 1 – Dennistoun Avenue – LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	30
Crash warrant in the last 5 years	15	15
Road Characteristics	35	15
Community Support & other factors	5	3
Total	100	63

The following table indicates the action to be taken according to the assessment points:

Table 2 – Dennistoun Avenue – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months

<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the LATM results in the tables above which indicates that the installation of traffic calming devices can be considered on Dennistoun Avenue. In this regard, it is recommended to undertake a public consultation with the affected residents regarding proposed speed humps.

Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Dennistoun Avenue, Guildford West between Fairfield Road and Byron Road to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Attachments:

Nil

CTC-19-172 MEMORIAL AVENUE, MERRYLANDS – MODIFICATION TO EXISTING PARKING RESTRICTIONS

State Electorate: Granville
(File No. GS-556-TP)

PAC: Cumberland

Summary:

Council has received a request to convert existing 'No Stopping – Police Vehicles Excepted' at the front of Cumberland Council chamber on Memorial Avenue, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request to convert existing 'No Stopping – Police Vehicle Excepted' at the front of Cumberland Council chamber on Memorial Avenue, Merrylands.

Council's Officers have discussed the request with Merrylands Police Station regarding the proposed modification of existing 'No Stopping – Police Vehicles Excepted' signs to '15min Parking, 8:30am – 6pm, Mon – Fri and 8:30am – 12:30, Sat'. The Merrylands Police Station has raised no objection to the proposed modification.

The proposed modification to the existing parking restriction would improve on-street parking turnover within Merrylands CBD.

Comments:

Members agreed with the proposal.

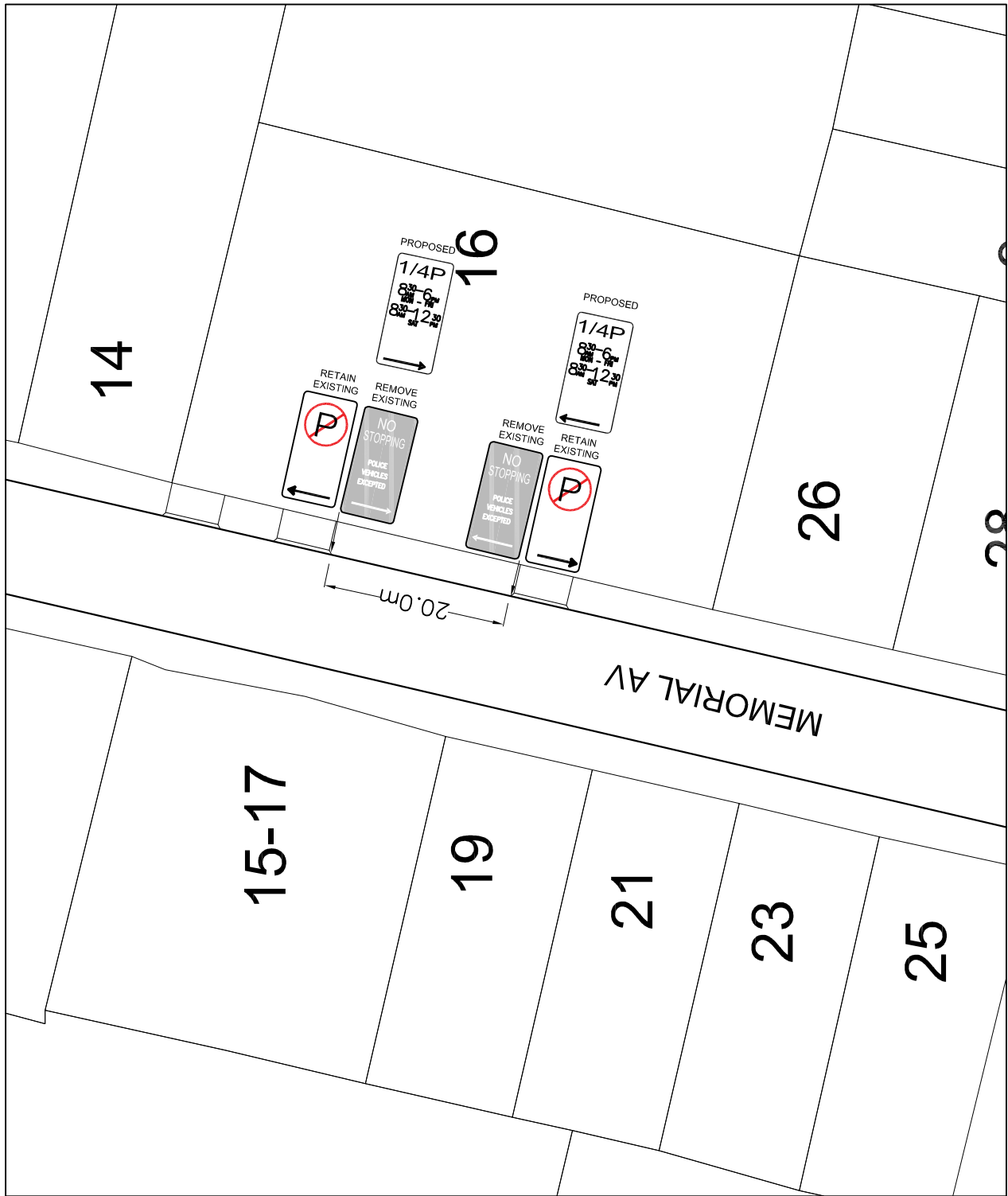
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed parking modification from 'No Stopping – Police Vehicles Excepted' to '15min Parking, 8:30am – 6pm, Mon – Fri and 8:30am – 12:30, Sat' on Memorial Avenue, Merrylands in accordance with the attached plan be approved.

Attachments:

1. Plan – Memorial Avenue, Merrylands – Modification to existing parking restrictions



MEMORIAL AVE, MERRYLANDS
PROPOSED MODIFICATION OF PARKING RESTRICTION

TITLE:



CTC-19-173 361 CHISHOLM ROAD, AUBURN – EXTENSION OF MEDIAN ISLAND

State Electorate: Auburn
(File No. S0710-04)

PAC: Auburn

Summary:

Council has received concept plans of traffic management measures to maintain traffic flow and road safety along Chisholm Road in association with the proposed development located at 361 Chisholm Road, Auburn.

This report outlines the outcome of an investigation into this matter.

Report:

Council has received concept plans of traffic management measures (i.e. proposed extension of the median island, No Stopping signs and associated other signs and line marking) to maintain traffic flow and road safety along Chisholm Road in association with the proposed development located at 361 Chisholm Road, Auburn.

The above development is associated with the alterations and additions to a place of public worship, including changes to the basement footprint, increase in on-site parking from 73 spaces to 105 spaces. The works include the construction of a dual ingress/egress driveway to access the site on Chisholm Road.

As a result of the development proposal, concern was raised as to the potential impact upon vehicles turning across Chisholm Road to access the site. In this regard, a condition was imposed to ensure that the existing median on Chisholm Road was to be extended so as to deter this from happening and that the construction of median island will result in restricted access to the proposed development to left in and left out only.

As per the DA Condition No. 215, the existing centre median on Chisholm Road will be extended in eastern direction for an additional 5 metres and the existing signs and linemarking will be adjusted accordingly as per the attached Plan No. CTC-19-173. Council's Engineering Section have assessed the location and that the extension of the median island will have no impact on the existing driveways of adjoining properties.

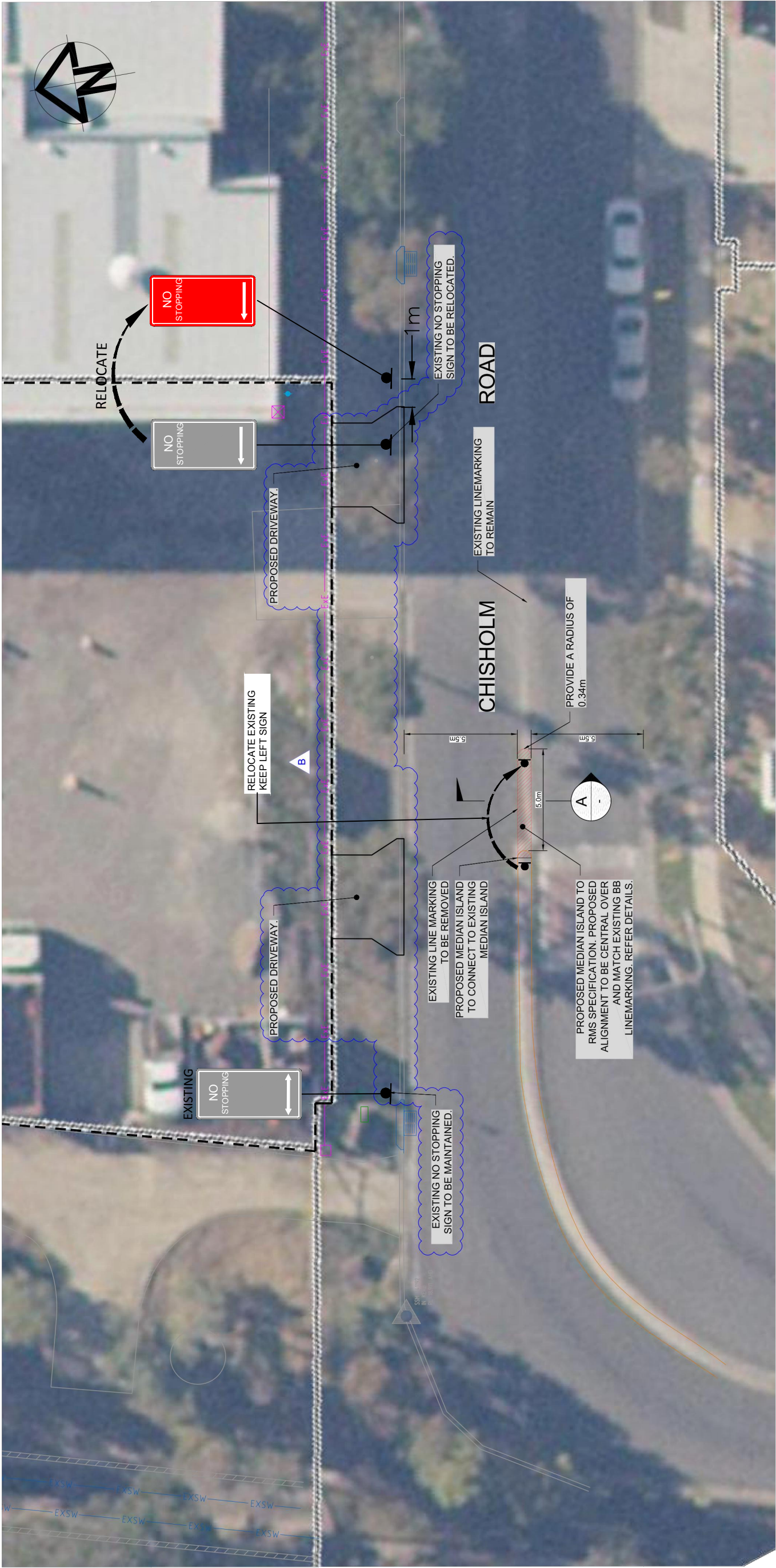
Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed extension of the median island in front of 361 Chisholm Road, Auburn and associated signs and line marking in accordance with the attached plan be approved subject to item below.
- ii) The cost associated with design and construction of median island shall be borne by the applicant at no cost to Council.



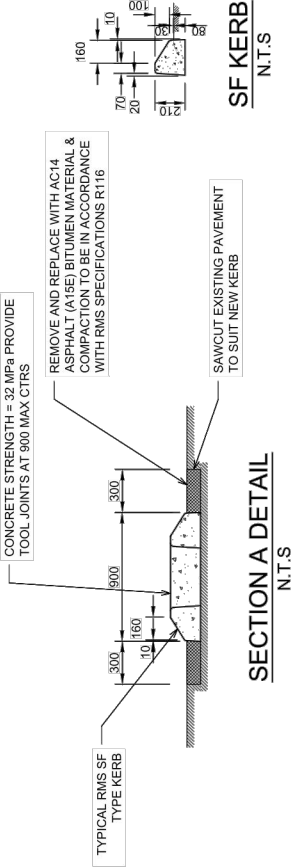
LINE MARKING NOTES:

- 1. THIS TRAFFIC SCHEME, INCLUDING LINE MARKING AND SIGNAGE, SHALL BE OBTAINED FOR APPROVAL PRIOR TO ANY WORKS COMMENCING.
- 2. ALL PAVEMENT MARKINGS AND SIGNAGES ARE TO BE IN ACCORDANCE WITH ROADS AND MARITIME SERVICES GUIDELINES. IN DELINEATION GUIDELINES.
- 3. ALL NEW PAVEMENT MARKINGS ARE TO BE INSTALLED IN WHITE, REFLECTIVE, THERMOPLASTIC PAINT.
- 4. PAVEMENT MARKINGS THAT FORM NO PART OF THE FINAL WORKS ARE TO BE REMOVED BY WATER BLASTING OR OTHER METHOD AS APPROVED BY THE PROJECT MANAGER.
- 5. ALL MEASUREMENT ARE IN METERS UNLESS OTHERWISE SHOWN.
- 6. A ROAD-OPENING PERMIT SHALL BE OBTAINED FOR WORKS IN THE ROAD RESERVE PRIOR TO COMMENCEMENT OF WORK IN THE ROAD RESERVE.
- 7. SERVICES SHOWN ON THIS PLAN HAVE BEEN LOCATED FROM INFORMATION SUPPLIED FROM THE RELEVANT AUTHORITIES VIA A "DIAL BEFORE YOU DIG" ENQUIRY DURING DESIGN. THE LOCATION OF SERVICES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED AS ACCURATELY AS POSSIBLE FROM DIAGRAMS PROVIDED BY SERVICE AUTHORITIES. A NEW "DIAL BEFORE YOU DIG" ENQUIRY MUST BE CONDUCTED PRIOR TO CONSTRUCTION. NEW ENQUIRIES MAY BE DONE ONLINE AT WWW.1100.COM.AU OR TEL 1100.

NOTE:
ALL EXISTING SERVICES TO
BE ADJUSTED TO MATCH
PROPOSED SURFACE LEVELS.

LEGEND

- PROPOSED MEDIAN ISLAND
- EXISTING MEDIAN ISLAND



NOT FOR CONSTRUCTION

Drawing Title		CIVIL WORKS LAYOUT PLAN	
Project		361 CHISHOLM ROAD, AUBURN PROPOSED MEDIAN ISLAND CIVIL ENGINEERING PLANS CONSTRUCTION CERTIFICATE	
Scale	A1	Project No.	151126
Issue	As Shown	Dwg. No.	C001
Issue		B	

CTC-19-174 STUBBS STREET, MELTON STREET SOUTH, ADDERLEY STREET WEST AND PARRAMATTA ROAD, AUBURN – ROADS IMPROVEMENTS – PART OF PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM

State Electorate: Auburn
(File No. HC-24-01-3/02)

PAC: Auburn

Summary:

Council has prepared concept plans for the proposed road improvements as part of “Parramatta Road Urban Amenity Improvement Program” (PRUAIP).

This report outlines the proposal.

Report:

Council has prepared concept plans for the proposed road improvements as part of “**Parramatta Road Urban Amenity Improvement Program**” (PRUAIP). The proposed works are as follows:

1. Stubbs Street between Parramatta Road and Adderley Street West:
 - Proposed edge and ‘BB’ line marking,
 - Proposed cyclist signs and line marking,
 - Proposed relocation of parking restrictions such as ‘No Stopping’ signs,
 - Proposed pedestrian refuge at the existing roundabout, install new pram ramps and associated signs and line marking,
2. Melton Street South between Parramatta Road and Adderley Street West:
 - Proposed edge and BB line marking,
 - Proposed kerb extension and new pram ramps at Adderley Street West and relocation of existing parking restrictions ‘No Stopping’ signs which result in loss of 2 on-street parking spaces,
 - Proposed kerb extension narrowing the street in front of 5 Melton Street and relocate existing ‘No Parking’ signs which result in loss of 6 on-street parking spaces,
 - Proposed kerb extension and install new pram ramps at Parramatta Road,
 - Proposed Stop signs and line marking at Adderley Street West,
3. Adderley Street West, west of Melton Street South:
 - Proposed relocation and raising of existing pedestrian crossing with road narrowing, signs and line marking,
 - Proposed cyclist signs and line marking,
 - Proposed BB line marking,
4. Braemar Avenue at Parramatta Road
 - Proposed road narrowing at the intersection.
5. Parramatta Road between Station Road and Braemar Avenue:
 - Proposed upgrade to existing traffic lights and footpath,
 - Proposed relocation / install new signs and line marking,

The proposed works are funded by the Greater Sydney Commission.

Comments:

RMS indicated that as this report was included as a late report, they needed more time to comment on the proposal.

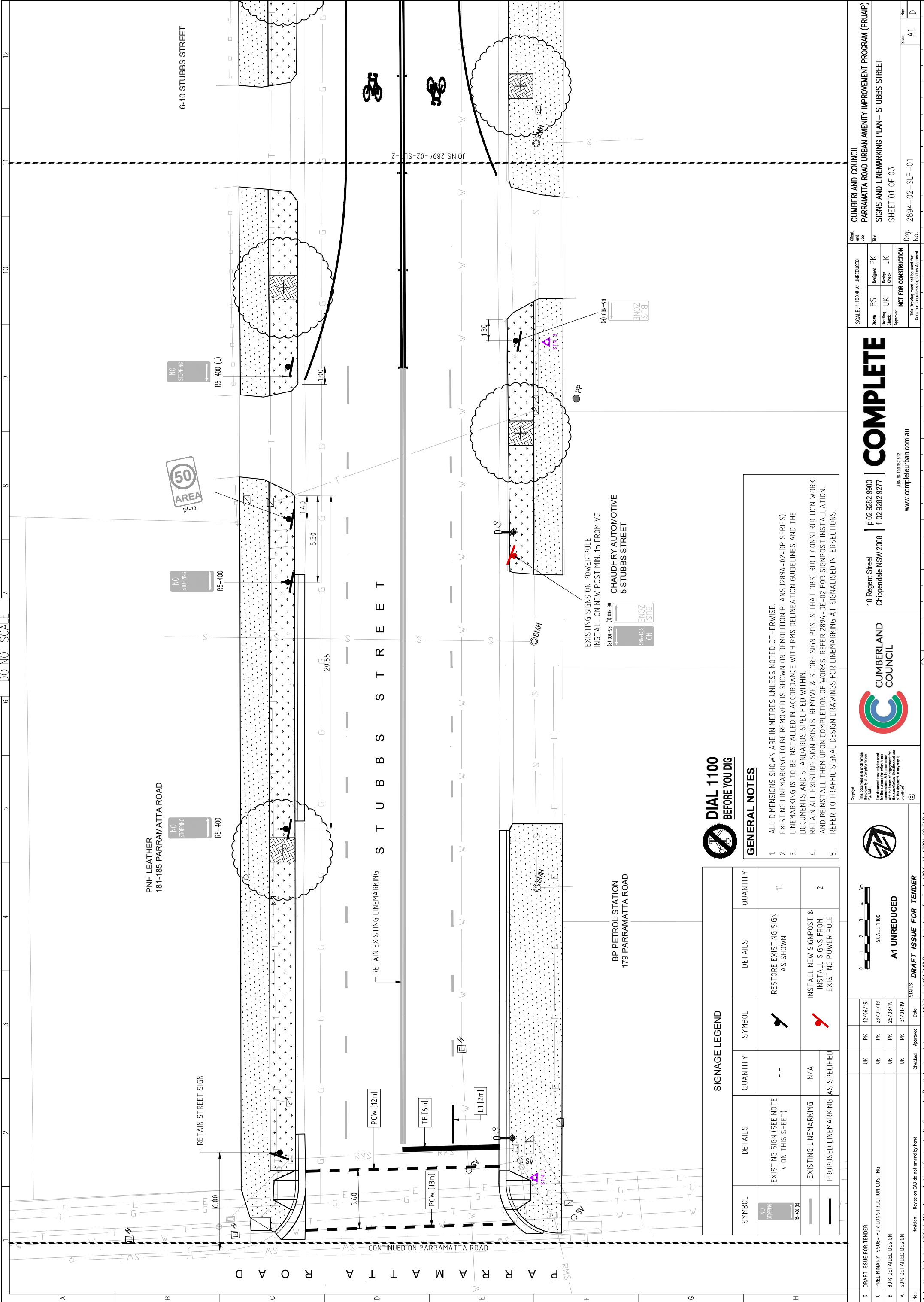
Members agreed that comments should be received from the voting members later. They agree to defer the item at this time.

Recommendation:

The Cumberland Traffic Committee recommended that this item be deferred to allow full review and comments by the voting members of the traffic committee.

Attachments:

1. Plans – Various road improvements - PRUAIP



GENERAL NOTES

- 1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE.
- 2. EXISTING LINEMARKING TO BE REMOVED IS SHOWN ON DEMOLITION PLANS (2894-02-DP SERIES).
- 3. LINEMARKING IS TO BE INSTALLED IN ACCORDANCE WITH RMS DELINEATION GUIDELINES AND THE DOCUMENTS AND STANDARDS SPECIFIED WITHIN
- 4. RETAIN ALL EXISTING SIGN POSTS. REMOVE & STORE SIGN POSTS THAT OBSTRUCT CONSTRUCTION WORK AND REINSTALL THEM UPON COMPLETION OF WORKS. REFER 2894-DE-02 FOR SIGNPOST INSTALLATION
- 5. REFER TO TRAFFIC SIGNAL DESIGN DRAWINGS FOR LINEMARKING AT SIGNALISED INTERSECTIONS.

SIGNAGE LEGEND				
SYMBOL	DETAILS	QUANTITY	SYMBOL	QUANTITY
	EXISTING SIGN (SEE NOTE 4 ON THIS SHEET)	--		11
	EXISTING LINEMARKING	N/A		2
	PROPOSED LINEMARKING	AS SPECIFIED		

DRAFT ISSUE FOR TENDER

PRELIMINARY ISSUE- FOR CONSTRUCTION COSTING

80% DETAILED DESIGN

50% DETAILED DESIGN

UK

UK

UK

UK

12/06/19

29/04/19

25/03/19

31/01/19

PK

PK

PK

PK

Checked

Approved

Date

Revision - Reissue on CAD do not amend by hand

10 Regent Street
Chippendale NSW 2008

p 02 9282 9900
f 02 9282 9277

CUMBERLAND COUNCIL

PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM (PRUAP)

SIGNS AND LINEMARKING PLAN- STUBBS STREET

SHEET 01 OF 03

Scale

Size

Rev

2894-02-SLP-01

A1

D

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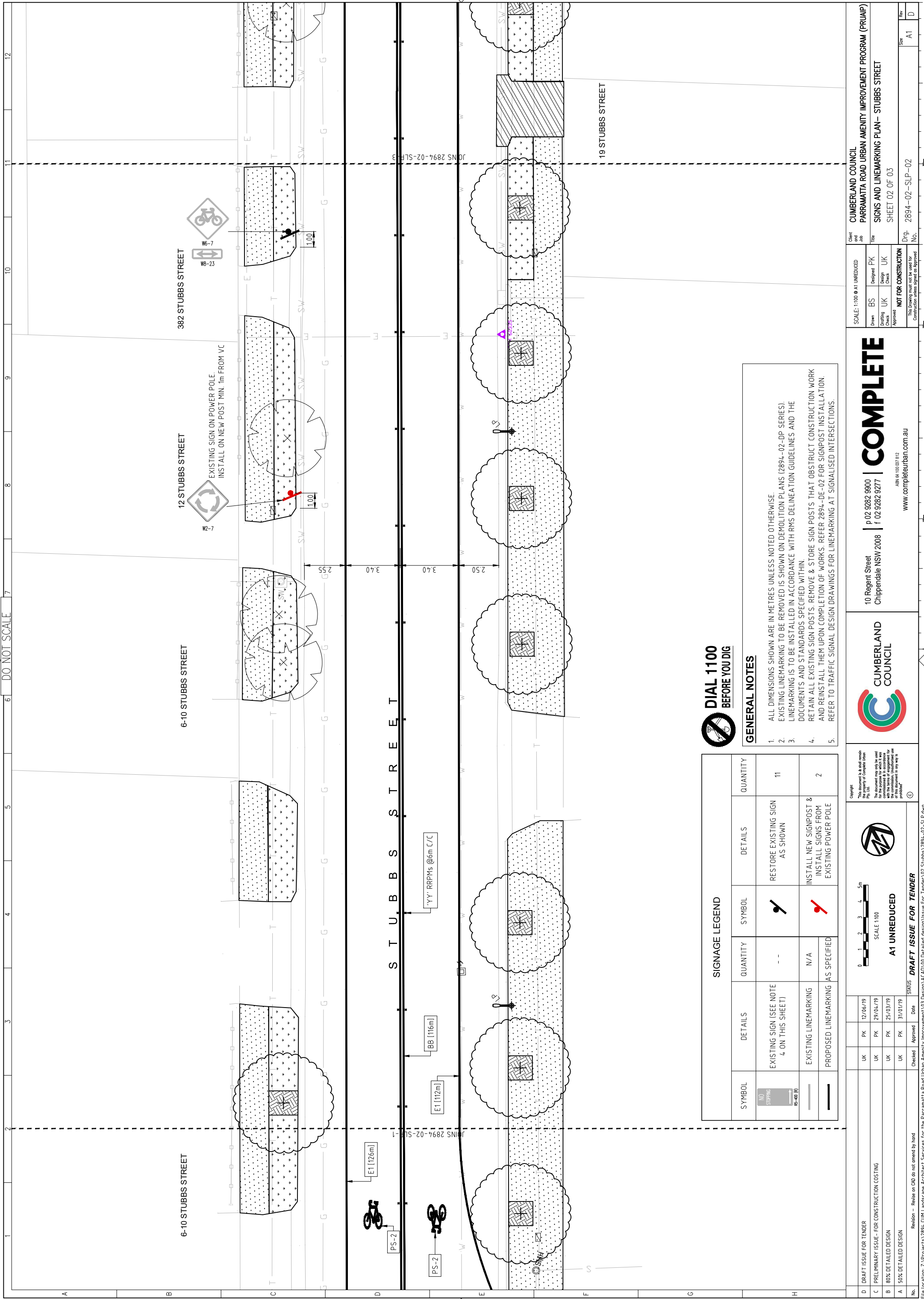
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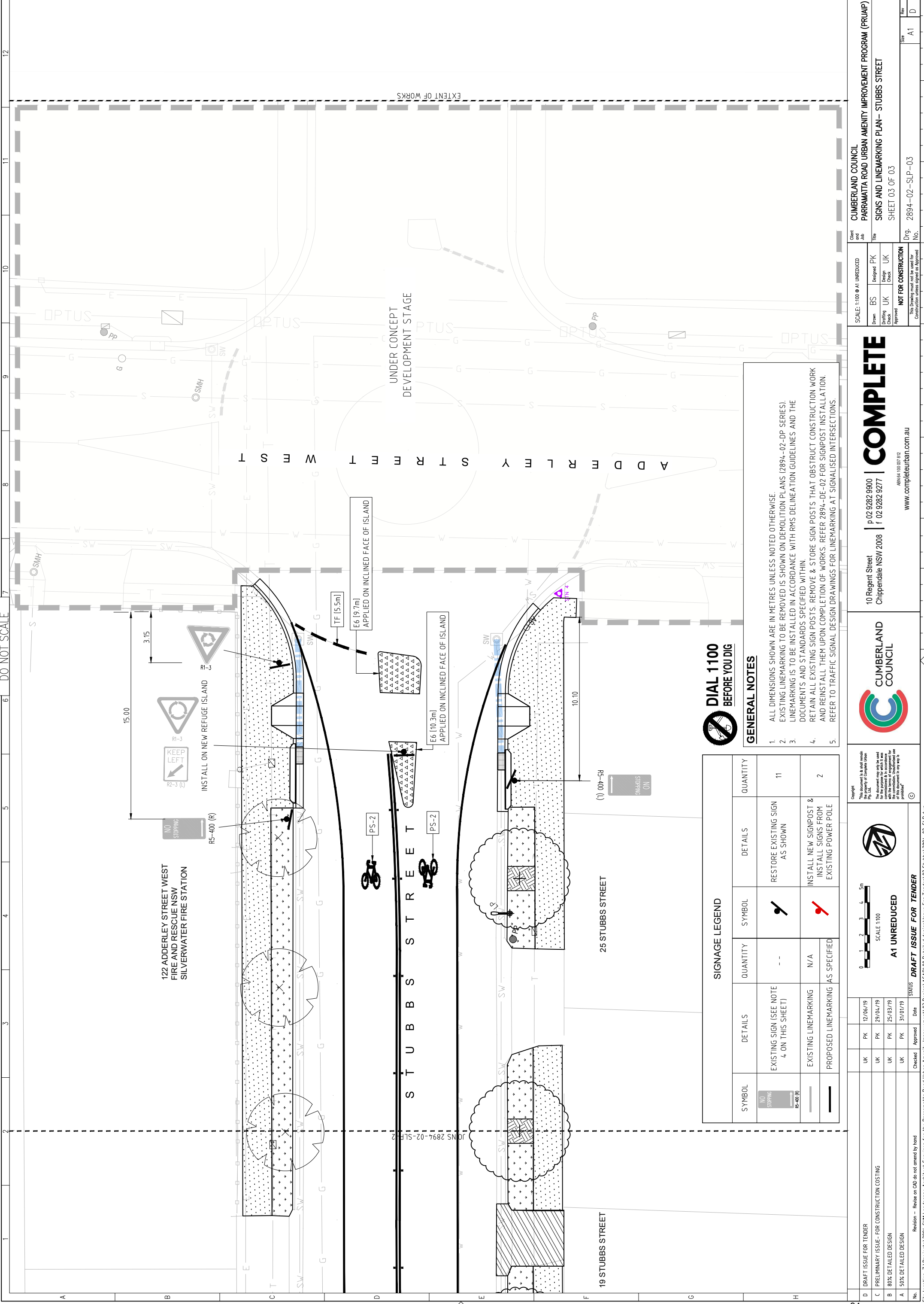
SCALE 1:100

A1 UNREDUCED

DRAFT ISSUE FOR TENDER

File location: Z:\Projects\2894_CUM Landscape Architect Services for the Parramatta Road Urban Amenity Improvement\03 Design\CAD\00 Detailed design\Issue For Tender\02 Stubbs\2894-02-SLP.dwg





GENERAL NOTES

- 1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE.
- 2. EXISTING LINEMARKING TO BE REMOVED IS SHOWN ON DEMOLITION PLANS (2894-02-DP SERIES).
- 3. LINEMARKING IS TO BE INSTALLED IN ACCORDANCE WITH RMS DELINEATION GUIDELINES AND THE DOCUMENTS AND STANDARDS SPECIFIED WITHIN
- 4. RETAIN ALL EXISTING SIGN POSTS. REMOVE & STORE SIGN POSTS THAT OBSTRUCT CONSTRUCTION WORK AND REINSTALL THEM UPON COMPLETION OF WORKS. REFER 2894-DE-02 FOR SIGNPOST INSTALLATION.
- 5. REFER TO TRAFFIC SIGNAL DESIGN DRAWINGS FOR LINEMARKING AT SIGNALISED INTERSECTIONS.

SIGNAGE LEGEND					
SYMBOL	DETAILS	QUANTITY	SYMBOL	DETAILS	QUANTITY
	EXISTING SIGN (SEE NOTE 4, ON THIS SHEET)	--		RESTORE EXISTING SIGN AS SHOWN	11
	EXISTING LINEMARKING	N/A		INSTALL NEW SIGNPOST & EXISTING POWER POLE	2
	PROPOSED LINEMARKING AS SPECIFIED				

No.

D

C

PRELIMINARY ISSUE- FOR CONSTRUCTION COSTING

B

80% DETAILED DESIGN

A

50% DETAILED DESIGN

Revision - Review on CAD do not amend by hand

Checked

Approved

Date

STATUS

DRAFT ISSUE FOR TENDER

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BS

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PK

Drafting

UK

Design

UK

Approved

UK

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2894-02-SLP-03

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2894-02-SLP-03

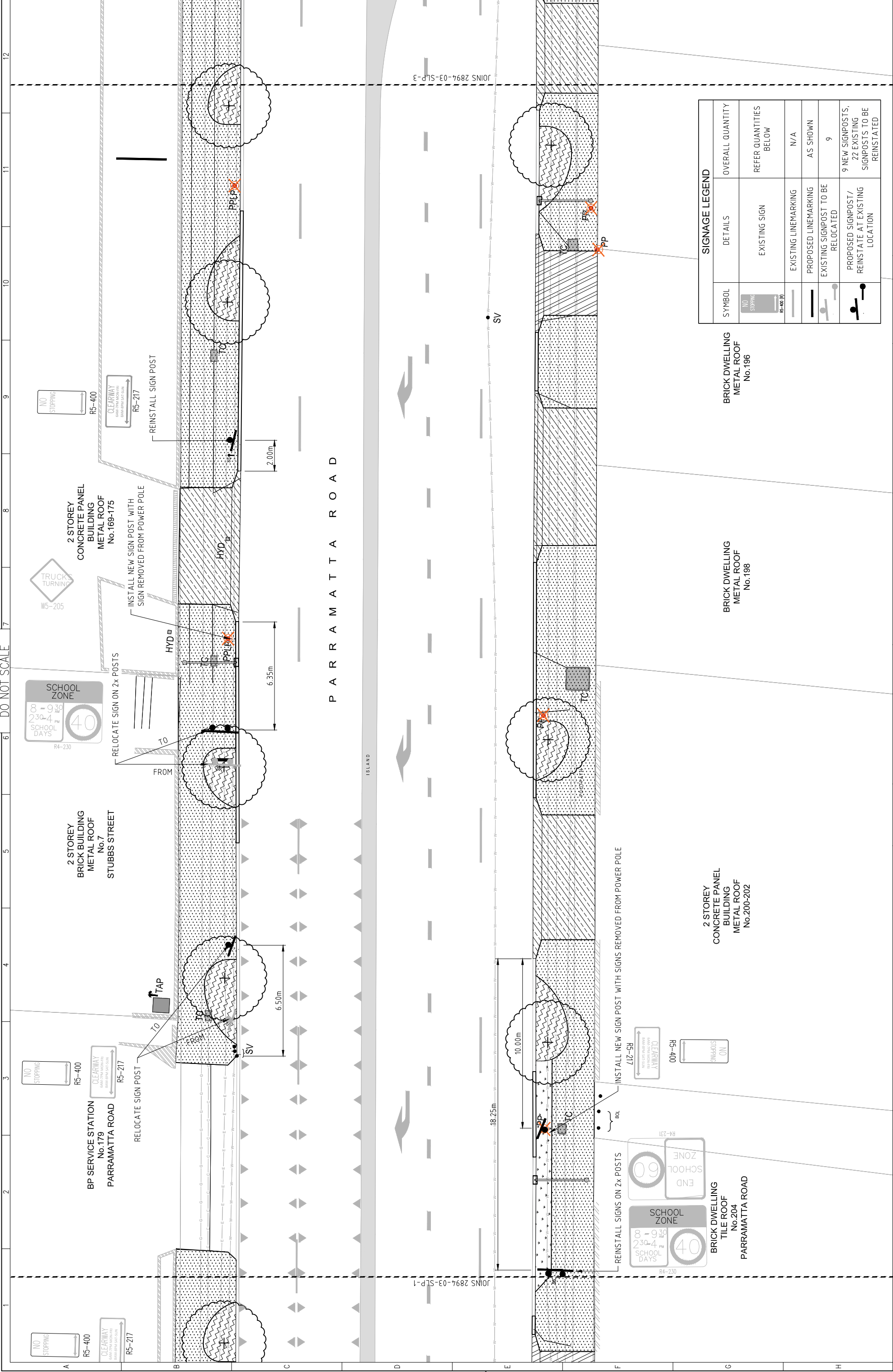
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File location: Z:\Projects\2894_CUM Landscape Architect Services for the Parramatta Road Urban Amenity Improvement\03 Design\CAD\00 Detailed design\Issue For Tender\02 Stubbs\2894-02-SLP.dwg



SIGNAGE LEGEND		
SYMBOL	DETAILS	OVERALL QUANTITY
	EXISTING SIGN	REFER QUANTITIES BELOW
	EXISTING LINEMARKING	N/A
	PROPOSED LINEMARKING	AS SHOWN
	EXISTING SIGNPOST TO BE RELOCATED	9
	PROPOSED SIGNPOST/ REINSTATE AT EXISTING LOCATION	9 NEW SIGNPOSTS, 22 EXISTING SIGNPOSTS TO BE REINSTATE

Client and Job		CUMBERLAND COUNCIL	
Drawn	BS	Designed	PK
Staffing	UK	Design	UK
Check	UK	Check	UK
Approved	UK	Not for construction	UK
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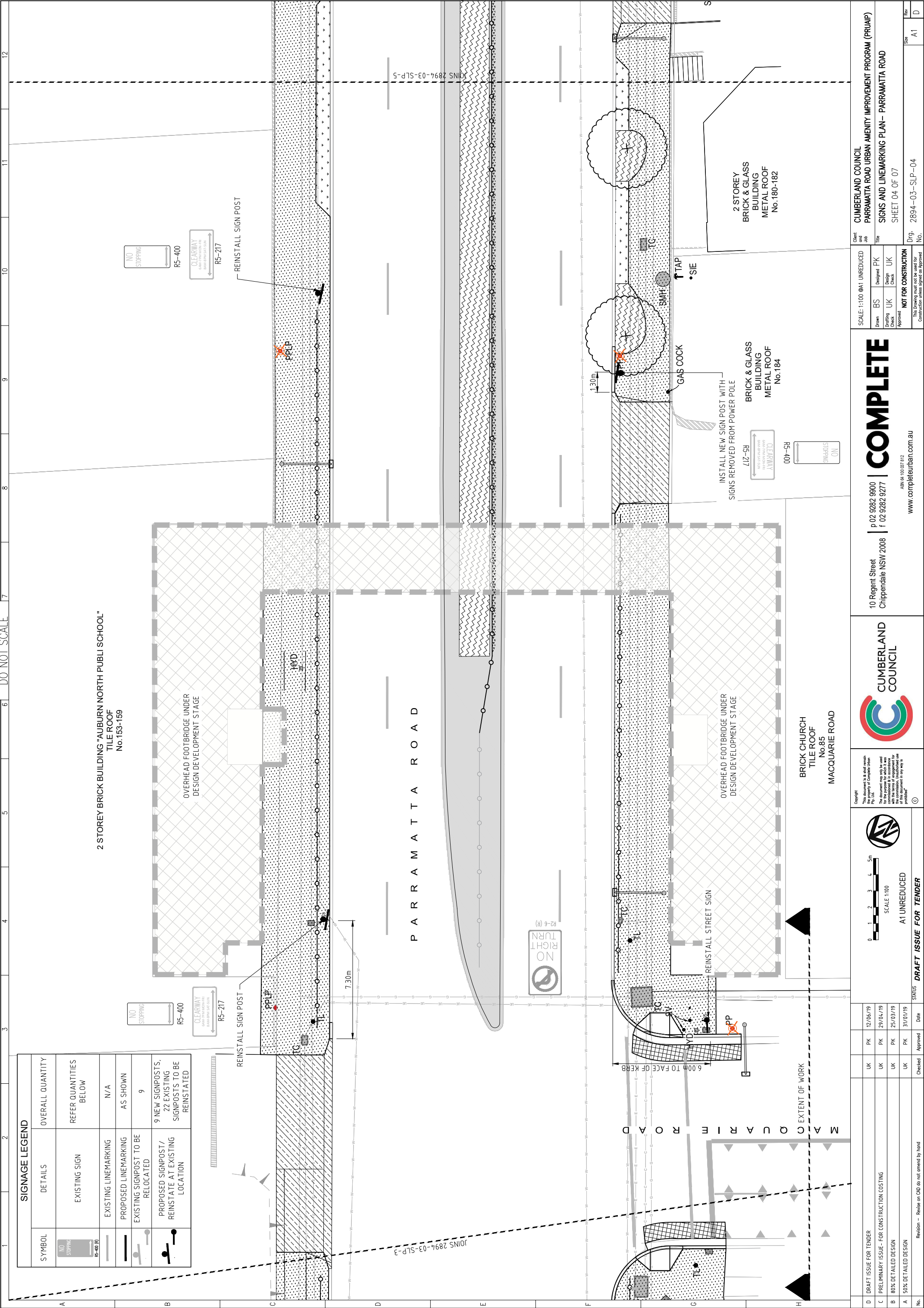
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D	DRAFT ISSUE FOR TENDER					12/06/19	PK	12/06/19
C	PRELIMINARY ISSUE- FOR CONSTRUCTION COSTING					29/06/19	UK	29/06/19
B	80% DETAILED DESIGN					25/03/19	UK	25/03/19
A	50% DETAILED DESIGN					31/01/19	UK	31/01/19



SIGNAGE LEGEND		
SYMBOL	DETAILS	OVERALL QUANTITY
	EXISTING SIGN	REFER QUANTITIES BELOW
	EXISTING LINEMARKING	N/A
	PROPOSED LINEMARKING	AS SHOWN
	EXISTING SIGNPOST TO BE RELOCATED	9
	PROPOSED SIGNPOST / REINSTATE AT EXISTING LOCATION	9 NEW SIGNPOSTS, 22 EXISTING SIGNPOSTS TO BE REINSTATE

Client and Job	CUMBERLAND COUNCIL PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM (PRUIP)
Title	SIGNS AND LINEMARKING PLAN – PARRAMATTA ROAD
Drawn	BS
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Design Check	UK
Approved	UK
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Size	A1
Rev	D

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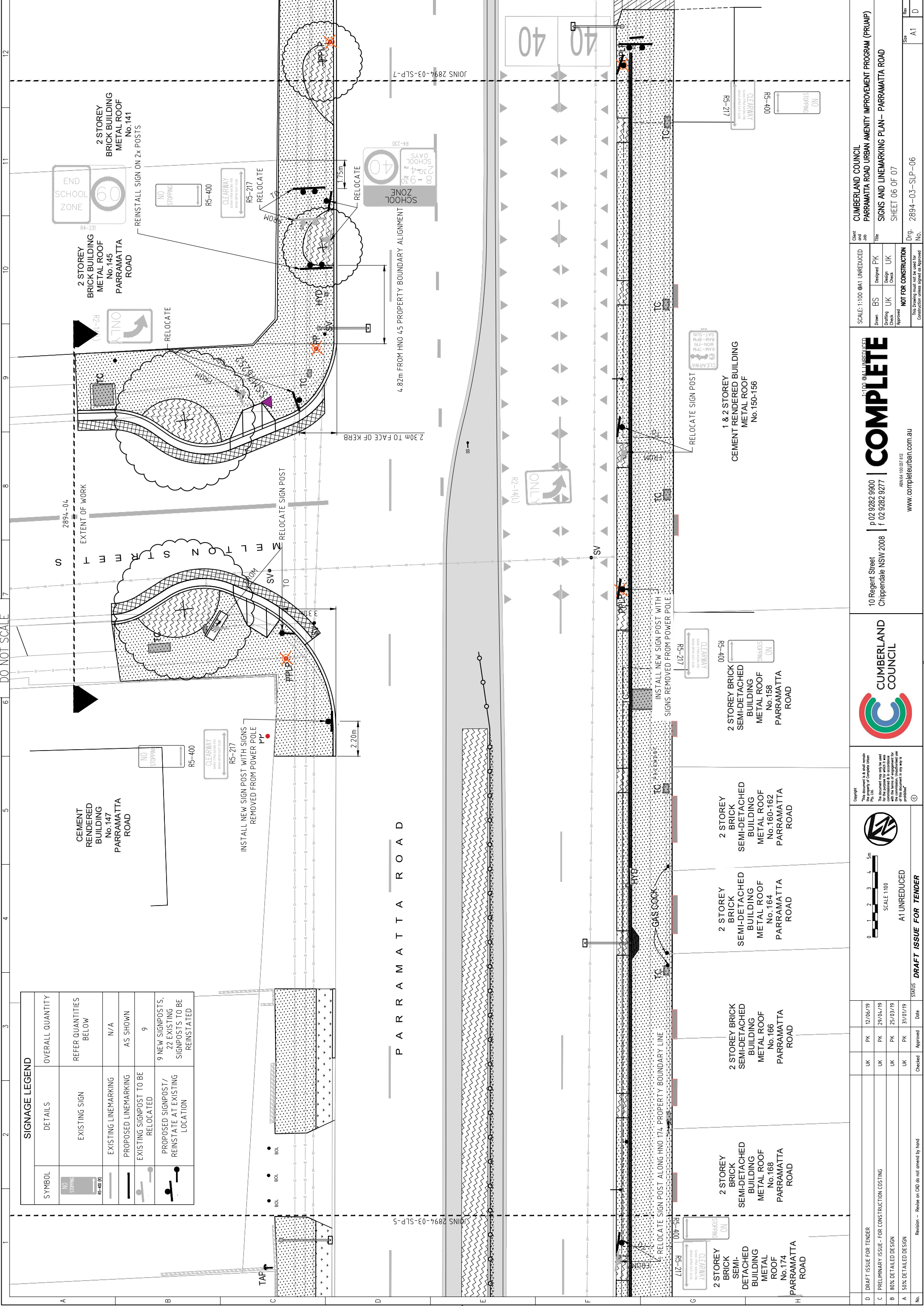
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D	DRAFT ISSUE FOR TENDER	12/06/19	UK	PK	12/06/19	UK
C	PRELIMINARY ISSUE - FOR CONSTRUCTION COSTING	29/04/19	UK	PK	29/04/19	UK
B	80% DETAILED DESIGN	25/03/19	UK	PK	25/03/19	UK
A	50% DETAILED DESIGN	31/01/19	UK	PK	31/01/19	UK



SIGNAGE LEGEND		
SYMBOL	DETAILS	OVERALL QUANTITY
	EXISTING SIGN	REFER QUANTITIES BELOW
	EXISTING LINEMARKING	N/A
	PROPOSED LINEMARKING	AS SHOWN
	EXISTING SIGNPOST TO BE RELOCATED	9
	PROPOSED SIGNPOST/ REINSTATE AT EXISTING LOCATION	22 EXISTING SIGNPOSTS TO BE REINSTATE

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Title

SIGNS AND LINEMARKING PLAN- PARRAMATTA ROAD
SHEET 06 OF 07

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PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM (PRUAP)

Title

SIGNS AND LINEMARKING PLAN- PARRAMATTA ROAD
SHEET 06 OF 07

Dwg. No.

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PARRAMATTA ROAD URBAN AMENITY IMPROVEMENT PROGRAM (PRUAP)

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SHEET 06 OF 07

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Title

SIGNS AND LINEMARKING PLAN- PARRAMATTA ROAD
SHEET 06 OF 07

Dwg. No.

2894-03-SLP-06

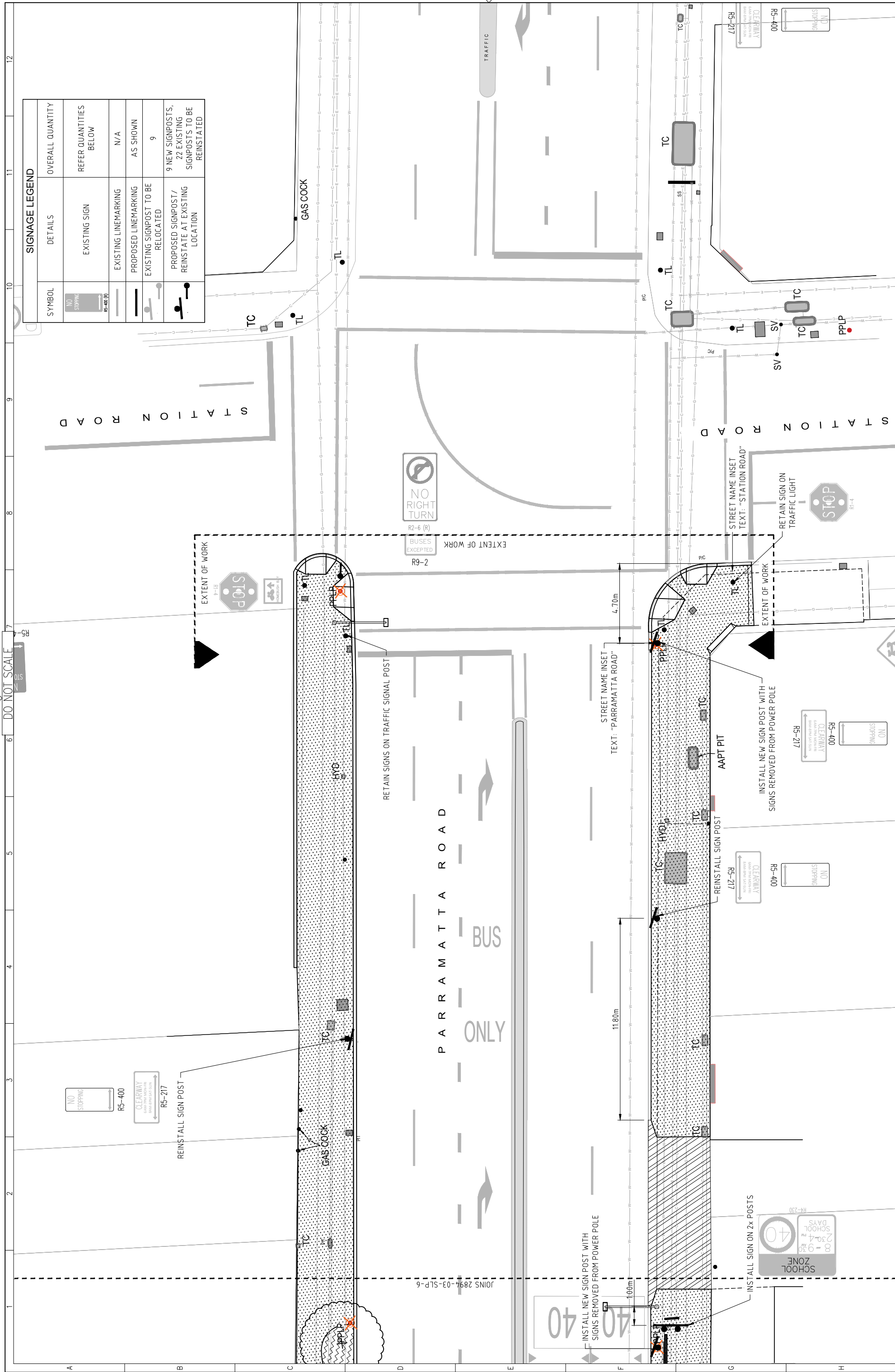
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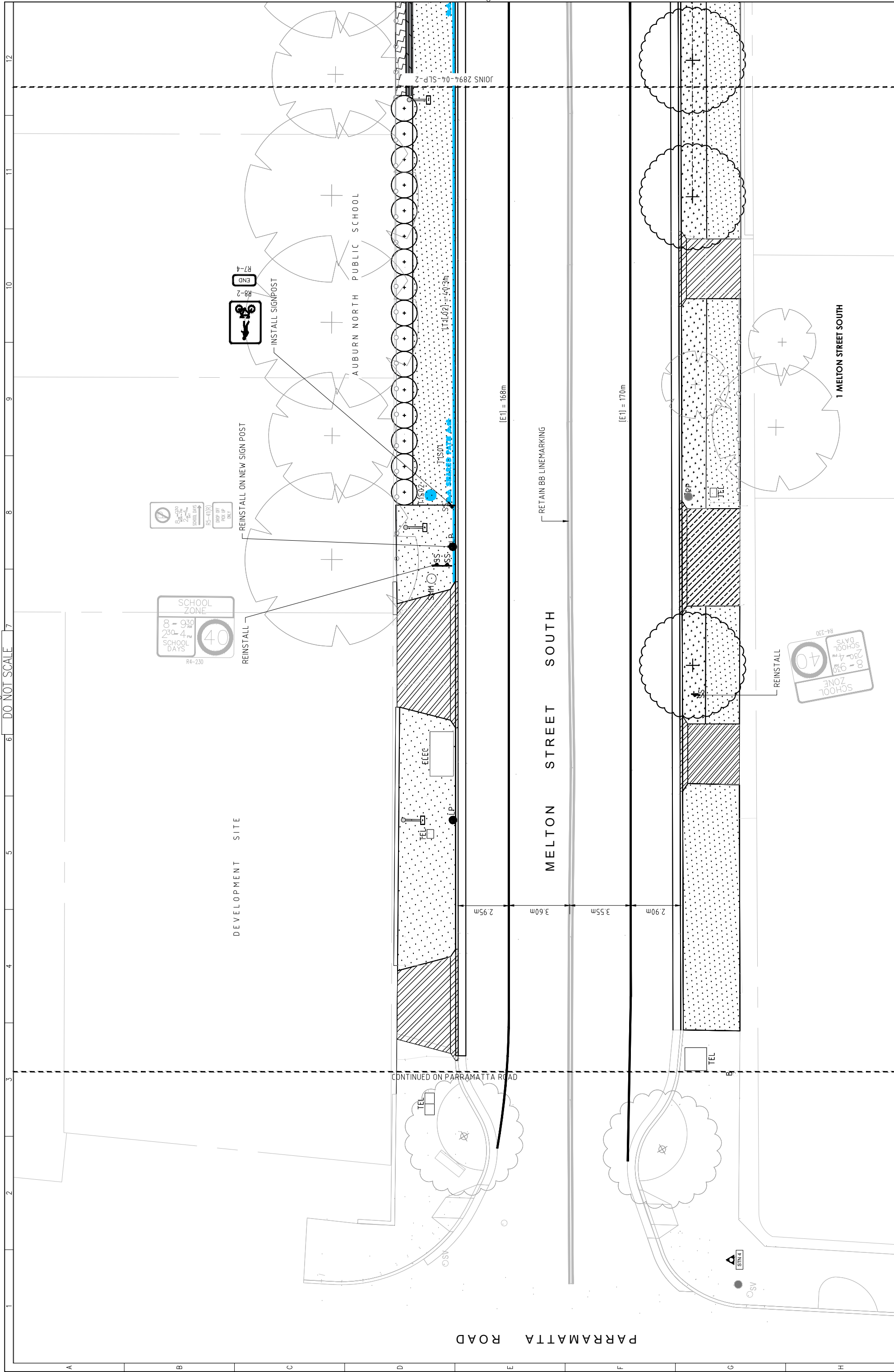
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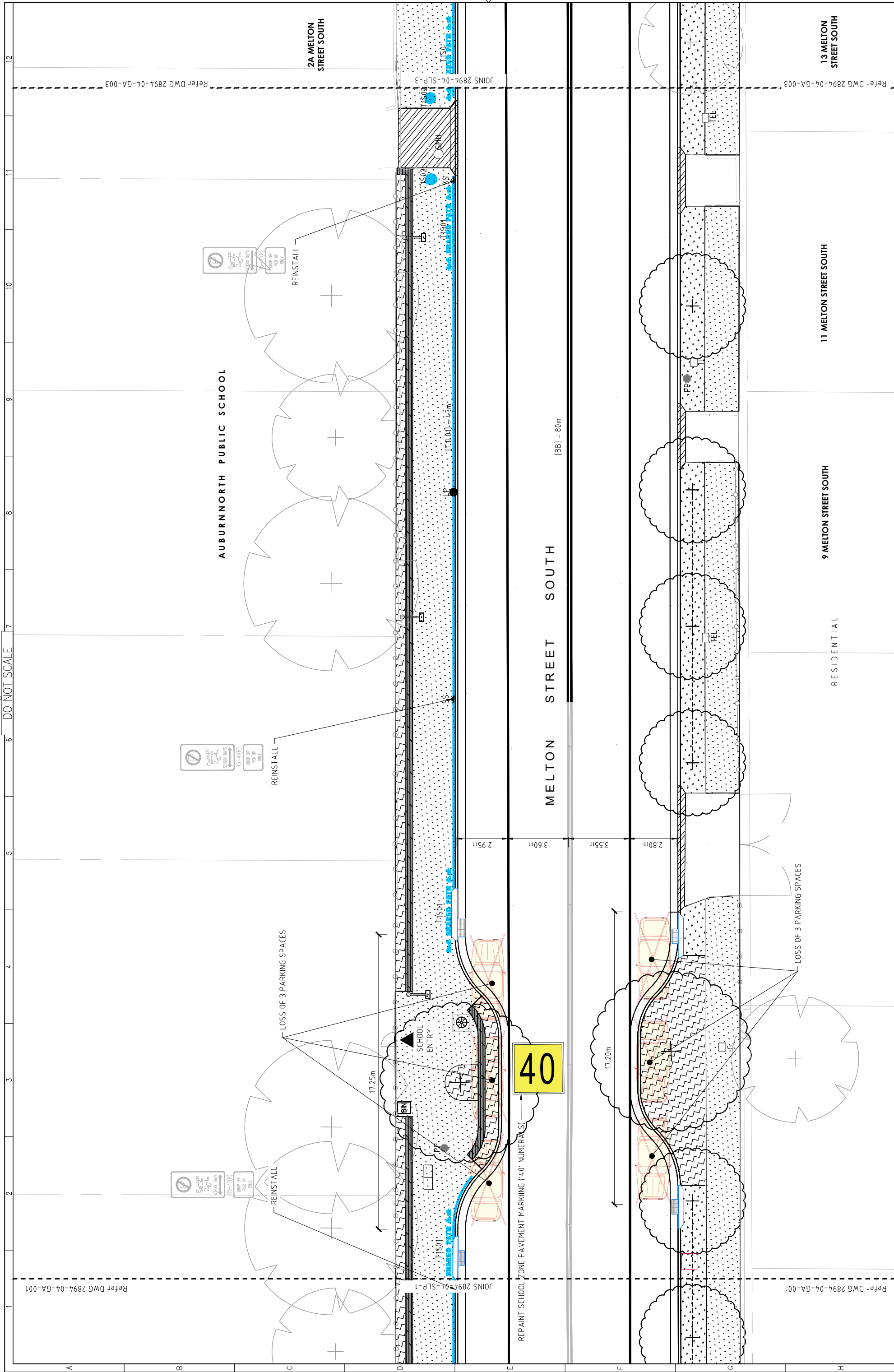
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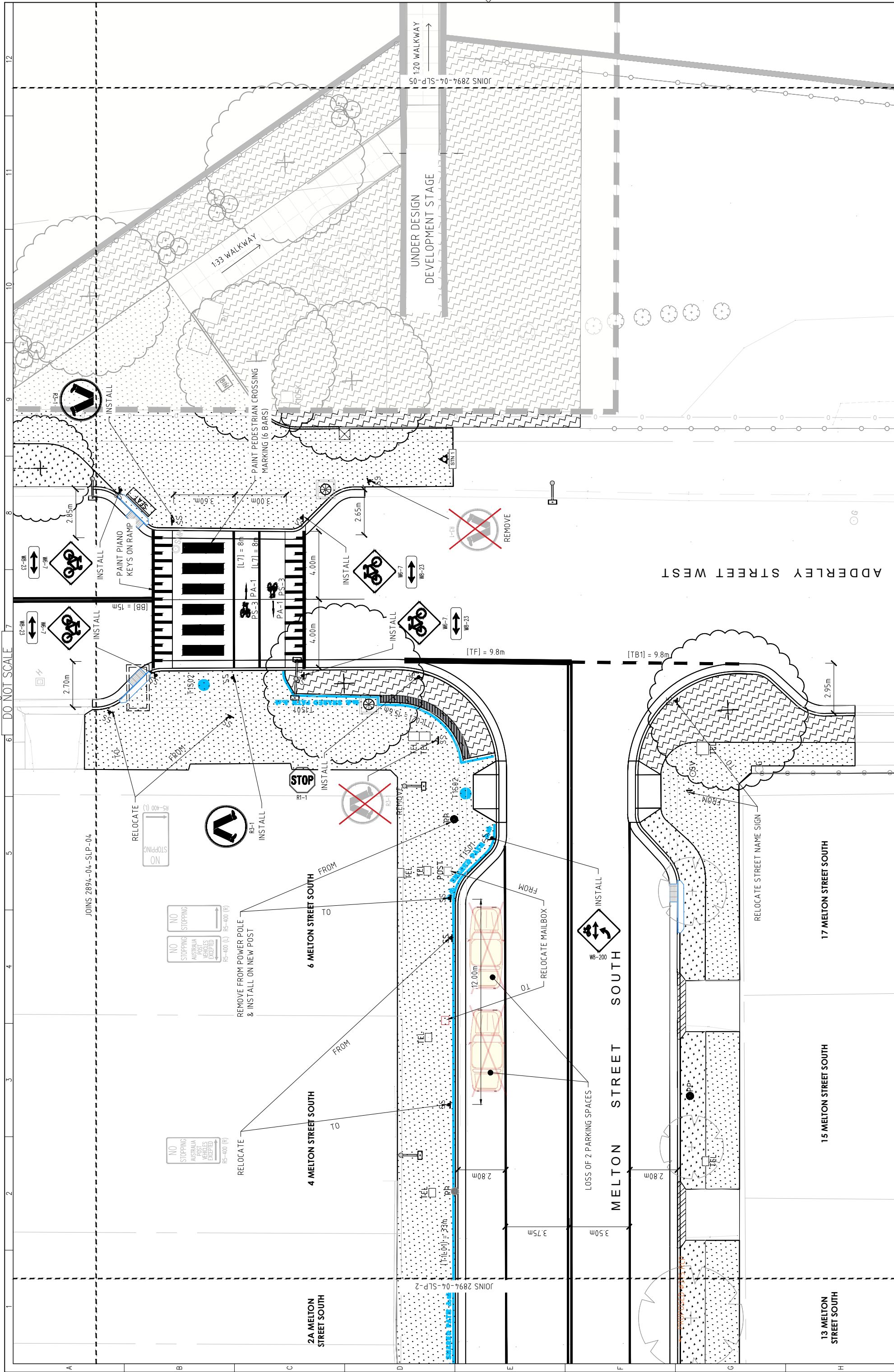
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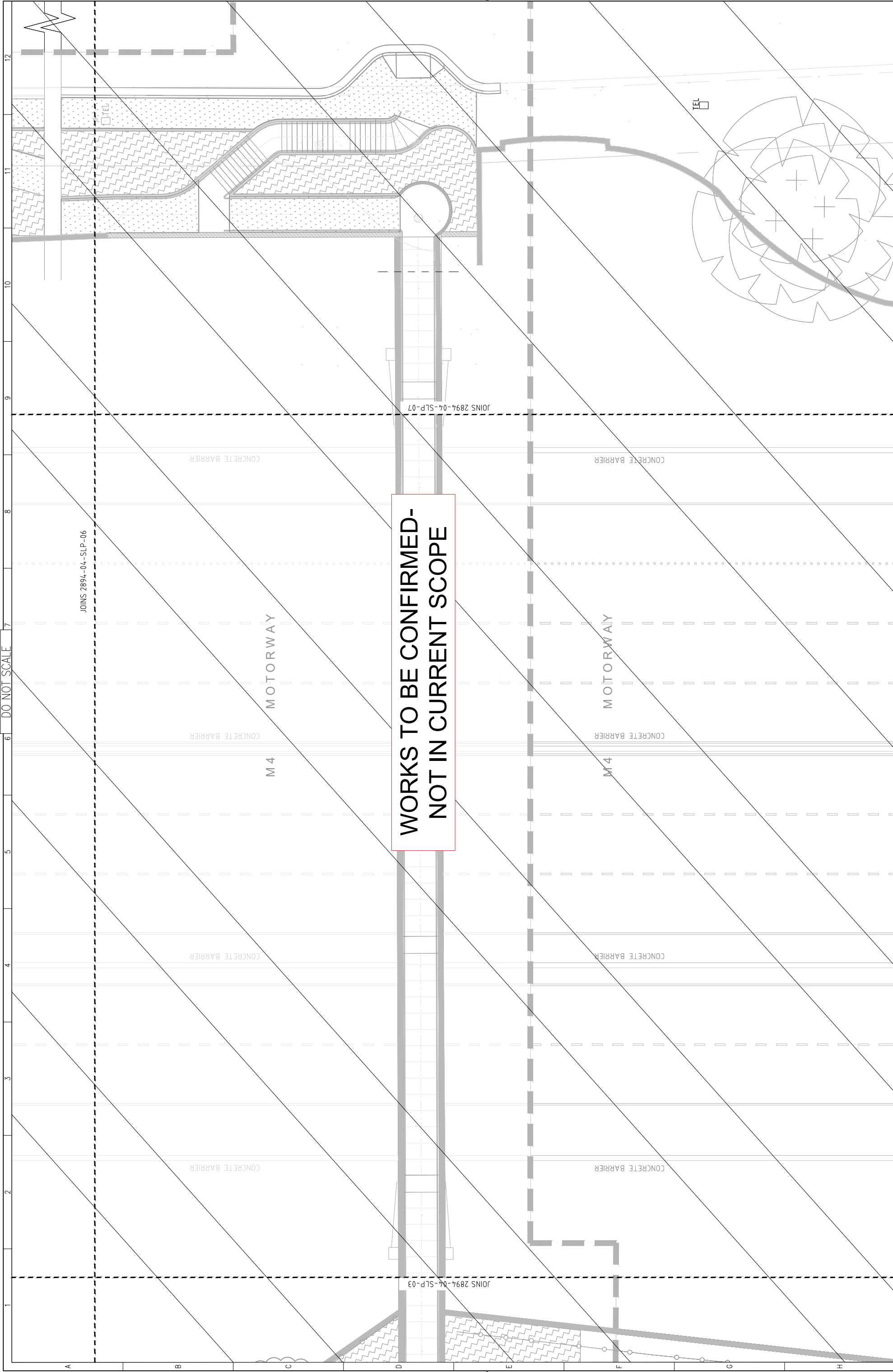
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Any breach of these terms or use of this document in any way is prohibited"</p><div></div><p>SCALE 1:100</p><p>A1 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CTC-19-175 FIRST STREET, SECOND STREET, THIRD STREET AND WILLIAM STREET, GRANVILLE - PROPOSED CLYDE RESIDENT PARKING SCHEME – CONSULTATION RESULT

State Electorate: Granville
(File No. HC-24-01-3/02)

PAC: Cumberland

Summary:

Council at its meeting on 19 December 2018 considered a report vid (C12/18-266) regarding expansion of Granville Resident Parking Scheme. Council resolved that:

- “i) Proceed with the planning and consultation of a Resident Parking Scheme (RPS) in the following streets around Clyde Station (Clyde RPS).*
 - a. William Street, between Clyde Street and Factory Street*
 - b. First Street*
 - c. Second Street*
 - d. Third Street*
- ii) Notify and consult the affected residents of Council’s resolution regarding the Clyde RPS.*
- iii) Report back to Council the result of the consultation.”*

This report details the result of the consultation undertaken in accordance with Council’s resolution.

Report:

Following Council’s meeting, Council’s Officers have consulted with the affected residents / property owners in regards to the proposed Clyde Resident Parking Permit, Granville. There were approximately 82 letters with an attached survey distributed to residents and owners.

There were 18 responses received of the 82 letters, 10 (56%) in support and 8 (44%) objected to the proposed parking permit scheme. Residents that supported and objected to the proposal provided the following comments in the table below:

#	Resident Comments	Council’s Comments
	Support	
1	Only the residential side of William & Factory Streets need the parking scheme. There is no need at this time to ban all parking in the lanes-one side only and illegal opposite garage entries / gates is fine & we should have that as 2 hrs for non-residents, more is overkill.	Noted. In regard to the parking restriction within the laneways, it is noted that Council does not support installation of parking restrictions across private garages / gates. Under the NSW Road Rules 2008, Regulation 198 a driver must not stop on a road in a position that obstructs access by vehicles / pedestrians or across a driveway or other way of access for vehicles travelling to or from adjacent land.

2	I do not think there is enough room for 2 permits for address. The high density residential buildings in Clyde Street opposite 1st, 2nd and 3rd streets are generous and old. Possible start with 1 permit only per address and increase if there is room.	Noted.
3	Commercial vehicles should pay for parking as it is tax detectable for them and is unfair to take up parking spots.	There will not be parking permit issued for commercial vehicles such as truck and bus etc. as per Council's Resident Parking Scheme Policy.
4	The sooner the better.	Noted.
Objection		
1	We pay too much rates, there are not enough spaces already. We do not want to pay this extra cost.	Noted.
2	We have 4 cars registered to this property, my son's work van must be parked off the street. 2 permits are not enough. Provision of commuter parking should be addressed. Investigate why workers of the Austpost site do not use their car park.	Refer to point 3 (in support table) regarding commercial vehicles. As per Council's policy, 2 permits maximum will be issued per house holder. In regard to workers from Austpost site, Council will undertake further investigation regarding this matter.

Due to lack of responses received from the affected residents and as an additional step of communication with the affected residents, Council's Officers have undertaken door knocking and seeking residents' view of the proposed resident parking permit. Additional 20 responses received, 17 in support and 3 objected.

The total responses received is 38 letters, 27 (71%) in support and 11 (29%) objected to the proposed resident parking permit.

Based on the consultation result, majority of the residents supported the proposed resident parking permit.

Council officers will table the Signs Plan at the meeting.

Comments:

Signs Plan was tabled at the meeting. RMS indicated that parking occupancy information is needed to assess the need for a RPS. Council officers indicated that the previous reports to Council dealt with the parking occupancy etc.

Members agreed with the recommendation.

Recommendation:

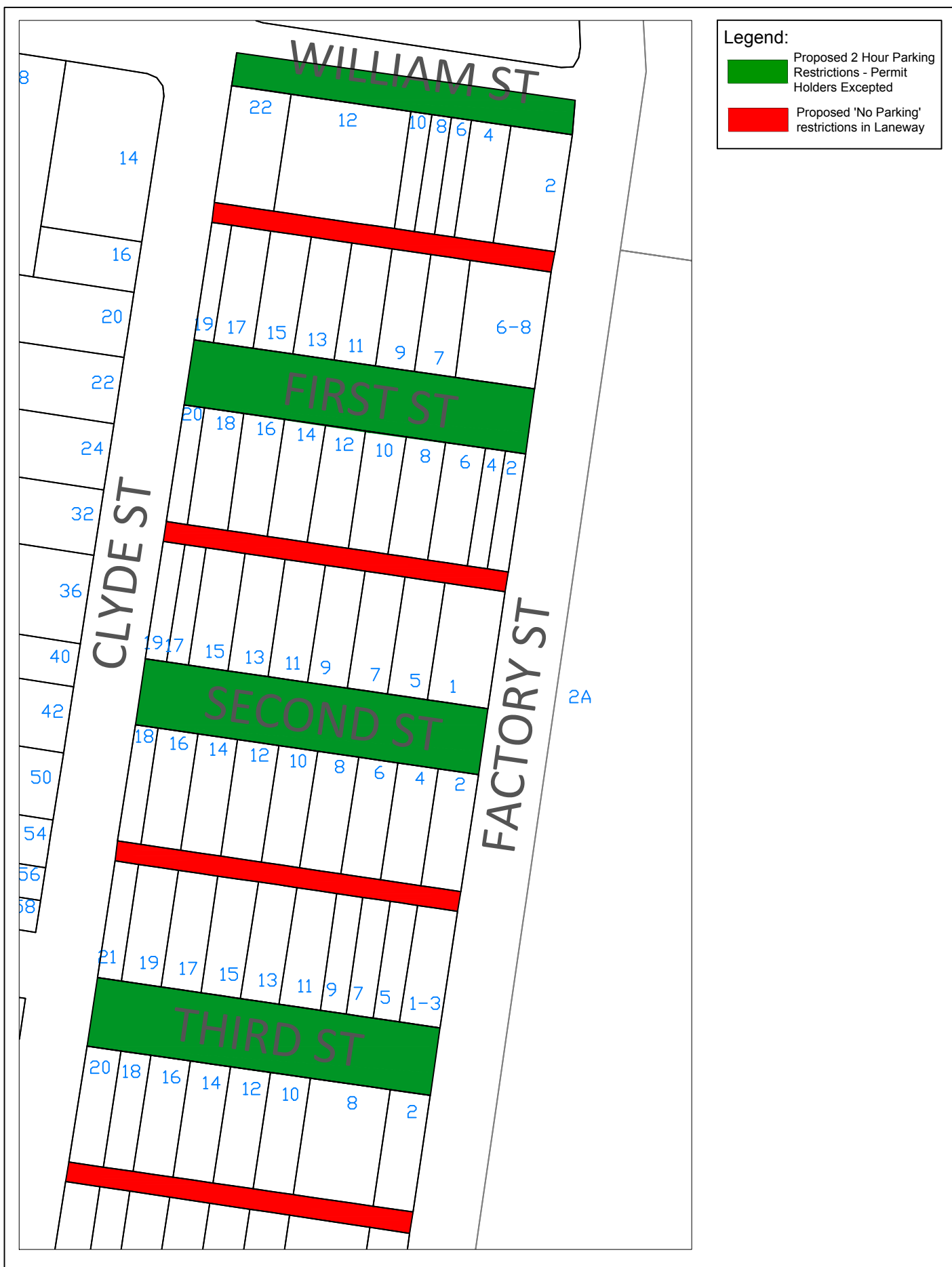
The Cumberland Traffic Committee recommended that:


- i) The proposed Clyde resident Parking Scheme, Granville in accordance with the attached plan be approved.

- ii) Installation of the parking signs in accordance with the Plan CTC-19-175 be approved.
- iii) The affected residents be notified of the outcome generally.

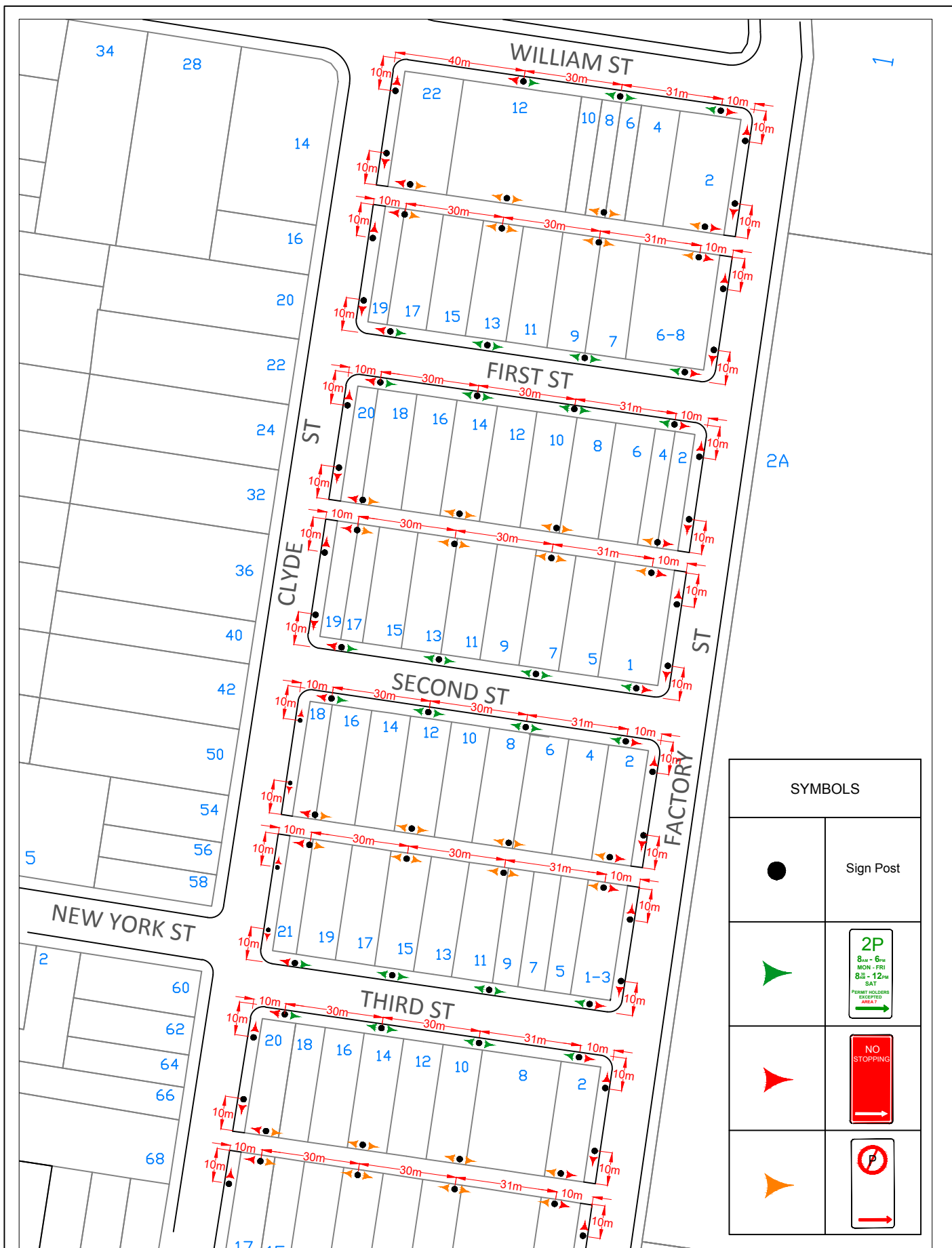
Attachments:

1. Plan – Proposed Clyde Resident Parking Scheme



 CUMBERLAND COUNCIL	TITLE:	
	Proposed Resident Parking Permit Scheme in Clyde	
	File Number: T-28-01/06	Date: 30/05/19
	Drawn By: P.L	Scale: NTS





CTC-19-176 STATION STREET, WENTWORTHVILLE – PROPOSED ROAD CLOSURES FOR DIWALI FESTIVAL EVENT

State Electorate: Prospect PAC: Cumberland
(File No. GS-777-TP/02)

Summary:

For the committee to consider the 14 hour closure of Station Street, Wentworthville for the Diwali Festival Event.

Report:

Council has received an application for the temporary closure of Station Street, Wentworthville between Dunmore Street and Perry Street on Saturday 26 October 2019 from 9:00am to 11:00pm for the Diwali Festival event.

Dunmore Street, Wentworthville is a local road that runs in a north-south direction linking Wentworthville Station to the north and Great Western Highway to the south. Shops and small businesses are occupying along the street with time restricted parking is permitted on both side of the road. Transit Systems bus 818 and ComfortDelGro Australia bus S8 are operating on Station Street from Monday to Friday. No bus services operate on Saturdays.

The Station Street closure for the Diwali Festival event has occurred last year and Council has not received any complaint from the public. It is an annual event, which will be held and managed by Cumberland Council. It is noted that the event is scheduled to be carried out on Saturday 26 October, 2019 between the hours of 5:00pm and 9:00pm.

The Traffic Management Plan for the Diwali Festival event is attached to this report.

Comments:

Members agreed with the recommendation.

Recommendation:









The Cumberland Traffic Committee recommended that:

The temporary closure of Station Street, Wentworthville between Dunmore Street and Perry Street between the hours of 9:00am to 11:00pm Saturday 26 October 2019 be approved subject to the following conditions

1. All affected businesses, residents and emergency stakeholders being notified of the closure.
2. Complying with the notification requirements of the Roads Act 1993, i.e. placing public notices in a newspaper and erecting notices on the road.
3. Approval of a Traffic Management Plan by the Roads and Maritime Services and the Transport Management Centre.
4. Transit Systems and ComforDelGro Australia should be consulted of the closure.

APPENDIX A – TCP

TCP - 'Diwali Festival 2019'
SAT, 26 OCT 2019, 17:00 to 21:00 hrs.
Road closures from 09:00 to 23:00 hrs.
Drawing NTS. Some irrelevant details omitted for clarity.
Location ref: UBD Map No 210, Grid 1f.

EQUIPMENT LIST	
 x 7	
 x 5	
 x 2	 x 1
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Document: TMP_CC_Diwali-Festival-2019_2019-07-16_V2 | Date: 16/07/2019

CTC-19-177 MAUD STREET AND SWETE STREET, LIDCOMBE – PROPOSED TREATMENT AT THE BEND

State Electorate: Auburn
(File No. S2490-04)

PAC: Auburn

Summary:

Council has received concerns from a resident that the bend at the intersection of Maud Street and Swete Street is unsafe.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received concerns from a resident that the bend at the intersection of Maud Street and Swete Street is unsafe.

Maud Street and Swete Street are local roads managed by Council with a speed limit of 50km/hr. Council's Traffic Committee considered a report in September 2015 on the traffic conditions in Maud Street/Swete Street bend and recommended that *Sharp curve warning signs [W1-1] with supplementary 25 km/h advisory speed signs be installed on both approaches to the bend at the intersection of Maud Street and Swete Street, Lidcombe, as per Plan No. ATC 072/15.*

Council has now received concerns from a resident that there was an accident where a vehicle lost control on the bend and crashed into a tree at the corner. The resident has requested that Council install a crash barrier on Swete Street at the bend as indicated in the map below.



The resident has sent a photo of a recent crash which is shown below:



Based on the accident Database supplied by the Centre for Road Safety, there were no reported accidents at this location in the five years ending June 2018. It should be noted that only reported accidents are included in the database. Near misses and minor collisions are not included in the database.

Inspections by Council officers indicated that vehicles tend to speed around the bend and a crash barrier will act as a warning and will help to prevent further crashes and benefit the community.

Comments:

RMS representative questioned the need for the 10m length of guard rail and indicated that that it could be avoided.

After a brief discussion, members agreed that the 18m long guard rail on the eastern side of Swete Street is satisfactory at this time.

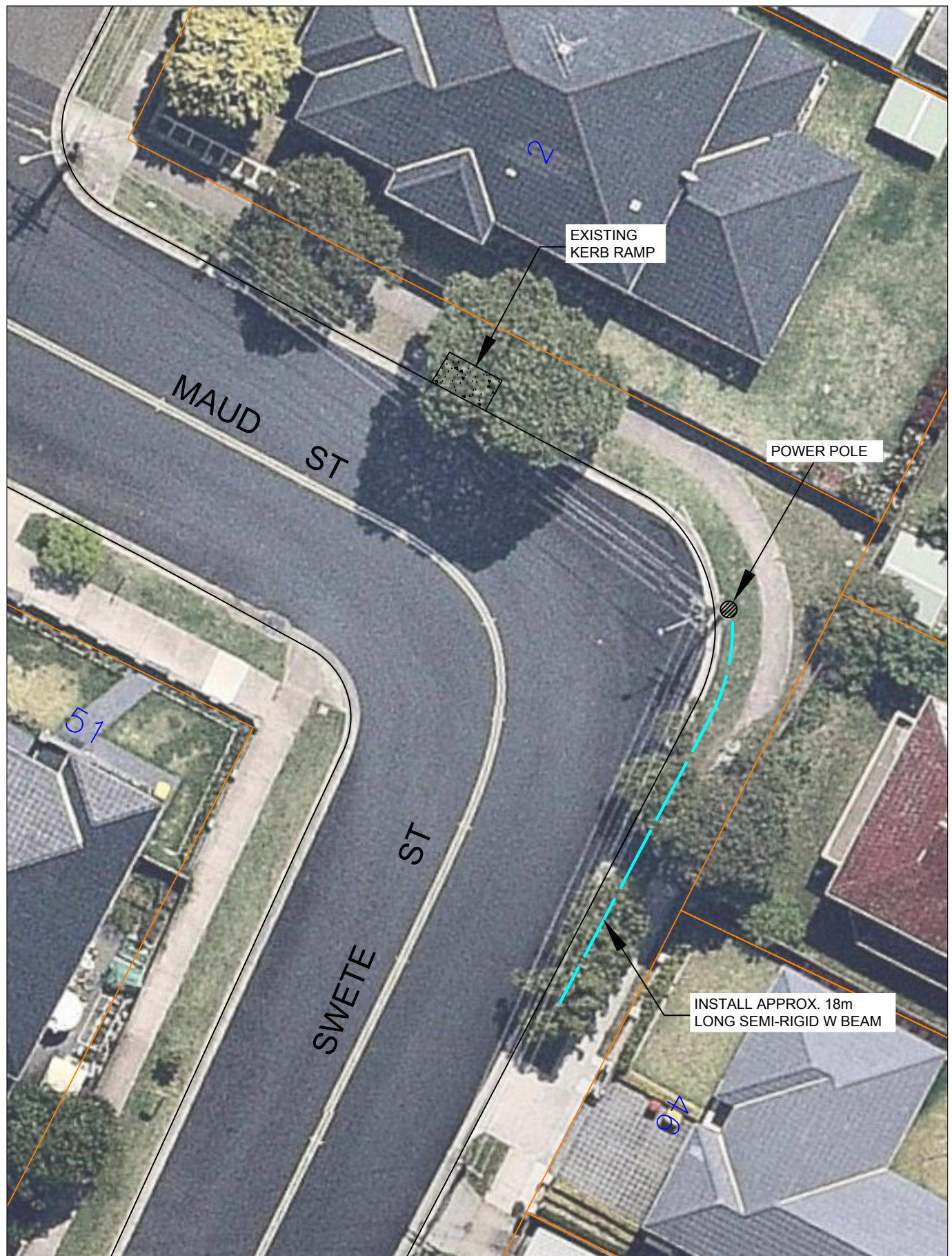
Recommendation:

The Cumberland Traffic Committee recommended that the installation of a crash barrier at the bend of Maud Street and Swete Street, Lidcombe in accordance with the attached plan CTC-19-177 version 2 be approved.

Attachments:

1. Plan – Maud Street & Swete Street, Lidcombe – Proposed crash barrier.
2. Previous report – ATC 072/15

ATTACHMENT - AMENDED PLAN



CUMBERLAND
COUNCIL

Sketch Plan No.:

CTC-19-177 - version 2

File Number: S2490-04

Drawn By: P.L

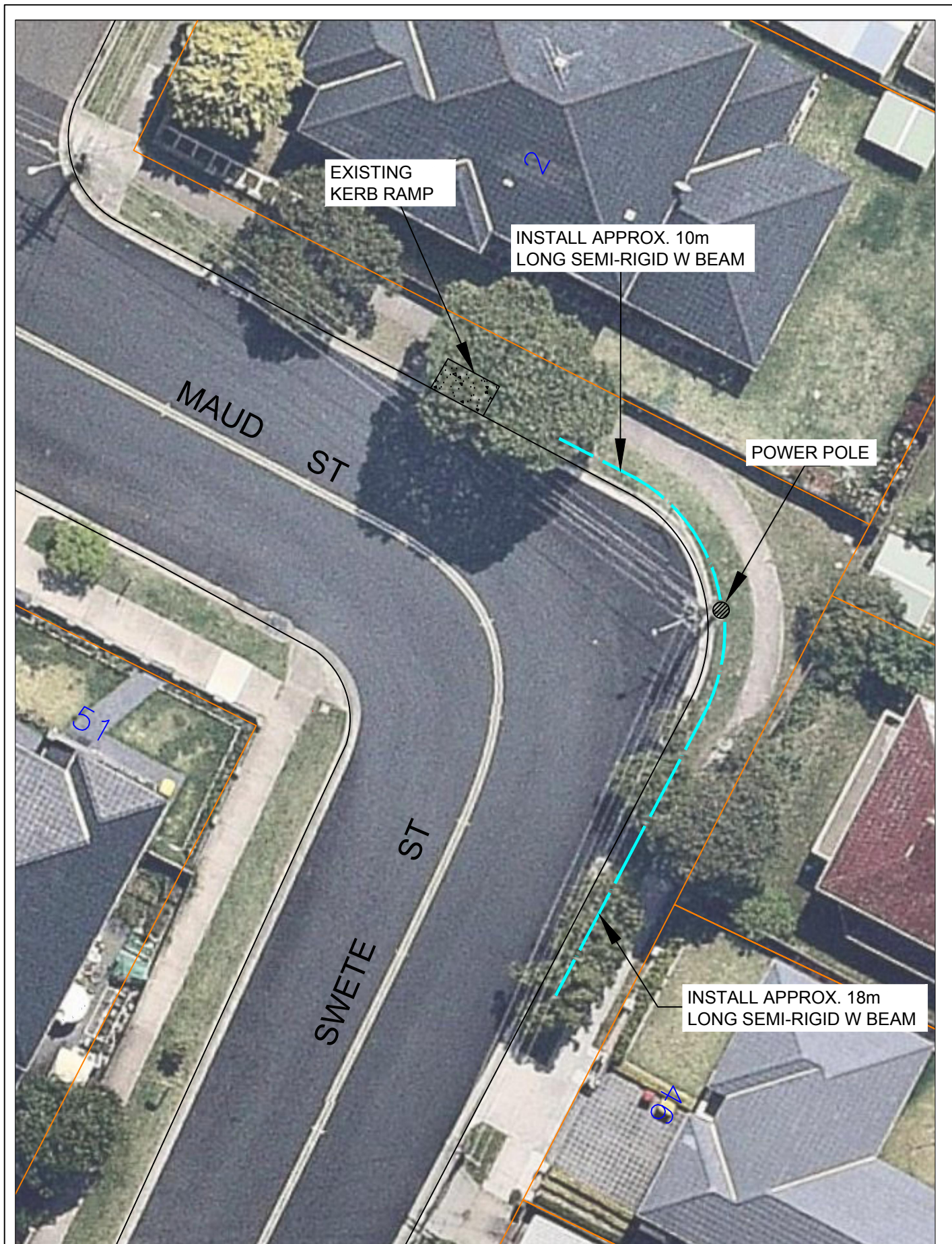
TITLE:



Maud St & Swete St, Lidcombe -
Proposed treatment at the bend

Date: 06/08/19

Scale: NTS





 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-177	TITLE: Maud St & Swete St, Lidcombe - Proposed treatment at the bend	
	File Number: S2490-04	Date: 06/08/19	
	Drawn By: P.L	Scale: NTS	

**ATC 072/15 CORNER OF MAUD STREET AND SWETE STREET, LIDCOMBE –
PROPOSED ADVISORY SPEED SIGN**

(File No. S2490-04) (UBD Ref. 232, F6)

Summary

For Council to consider proposed curve warning scheme at the curve of Maud Street / Swete Street, Lidcombe to enhance safety.

Report

Concerns have been raised by motorists that vehicles are speeding and losing control at the corner of Maud Street and Swete Street, Lidcombe.

Maud Street and Swete Street are Council roads with a speed limit of 50km/hr.

The subject bend is a 90 degree bend and Council has previously installed a curve warning sign on the Maud Street approach.

Following concerns raised by motorists, Council undertook inspections and investigated the maximum safe speed at this bend by using a “Ball Bank Indicator” which revealed that the safe speed at this bend would be 25 km/h. (A copy of the “Ball Bank Indicator” graph is attached.)

Therefore, to improve existing conditions it is proposed to install curve warning signs with 25 km/h supplementary plate on the Swete Street approach to the bend. In addition, a 25 km/h supplementary plate be added to the existing curve warning sign on the Maud Street approach.

The attached Plan ATC 072/15 details of the proposed signage at the bend in the Maud Street and Swete Street intersection, Lidcombe.

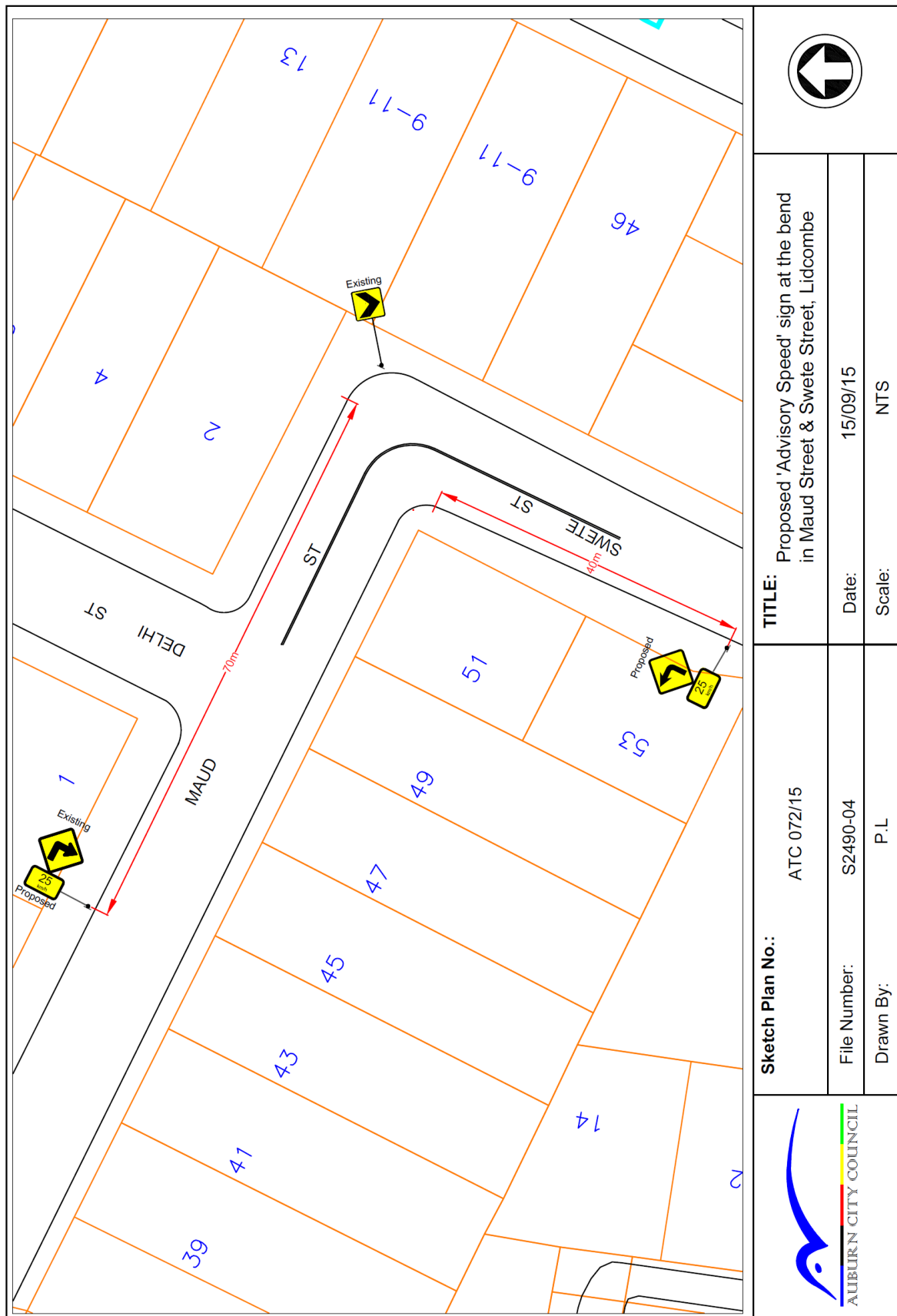
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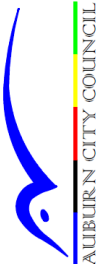
The members concurred with the proposal.

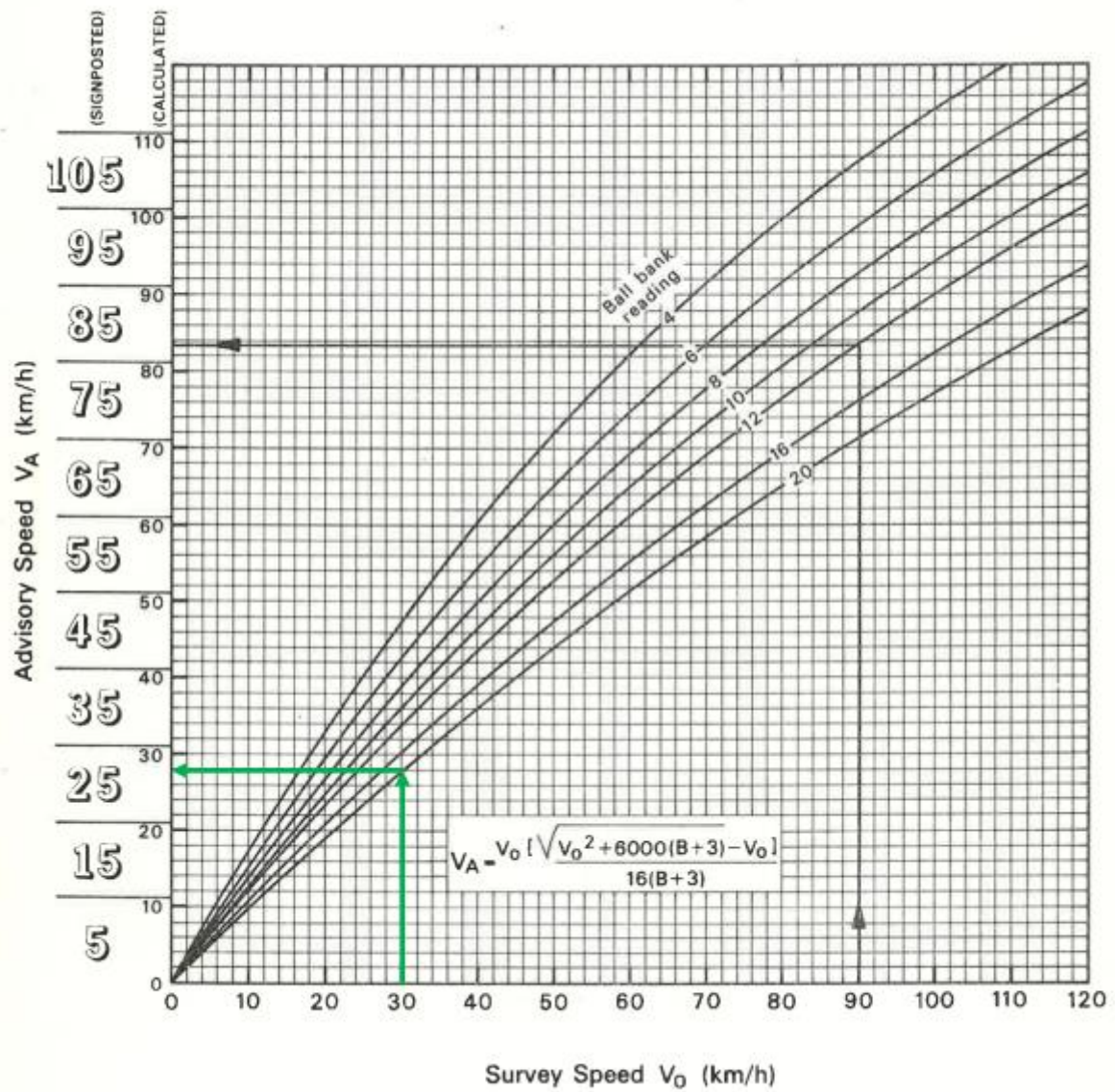
Recommendation

The Committee recommended that;

Sharp curve warning signs [W1-1] with supplementary 25 km/h advisory speed signs be installed on both approaches to the bend at the intersection of Maud Street and Swete Street, Lidcombe, as per Plan No. ATC 072/15.



	Sketch Plan No.: ATC 072/15		TITLE: Proposed 'Advisory Speed' sign at the bend in Maud Street & Sweite Street, Lidcombe	
	File Number:	S2490-04	Date:	15/09/15
	Drawn By:	P.L	Scale:	NTS



ATC072/15 – Ball Bank Indicator graph with the speed selection

CTC-19-178 HASSALL STREET AND BAILEY STREET, WESTMEAD – PROPOSED ROUNDABOUT – SAFER ROAD PROGRAM 2019/2020 FY – APPROVED PROJECT

State Electorate: Granville
(File No. HC-24-03-21)

PAC: Cumberland

Summary:

Council has received funding under the Federal Nation Building Blackspot Program 2019/2020 financial year for the construction of roundabout at the intersection of Hassall Street and Bailey Street, Westmead.

This report outlines the outcome of a review into this matter.

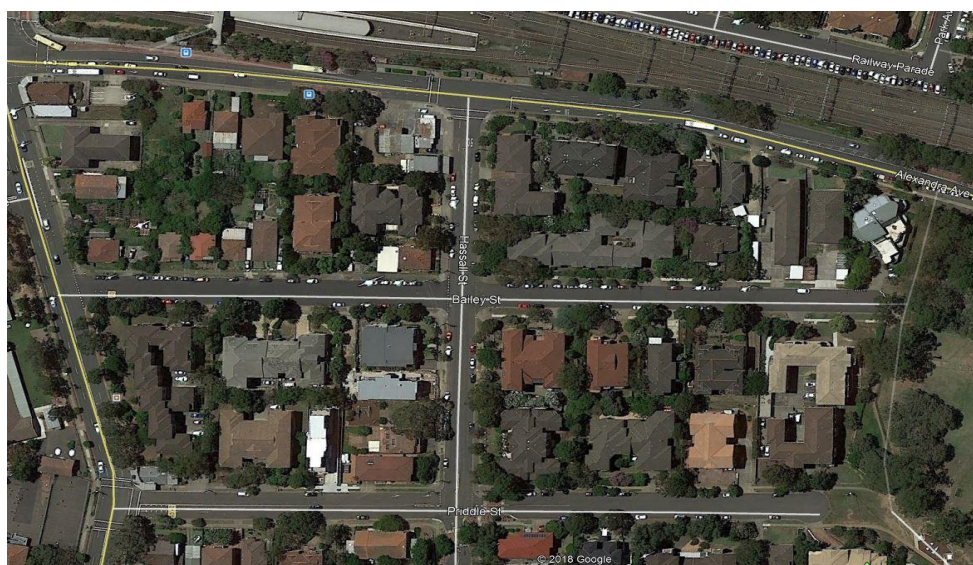
Report:

Hassall Street is a sub-arterial road that runs in a north-south direction, it has a width of approximately 12.5m with a signpost 50km/h speed limit. Parking restrictions applies on both sides of the road.

Bailey Street is a local road that runs in an east-west direction, it has a width of approximately 10.5m with a signposted 50km/h speed limit. Parking is permitted on both sides of the road.

Hassall Street and Bailey Street form a cross intersection with priority control on Hawksview Street and 'Give-way' signs on Harris Street.

The map below shows details of the intersection and the surrounding streets.



Based on the crash record at the intersection, Council's Officers have investigated the intersection performance and nominated the site for Black Spot Program 2018/2019 Financial Year, however, Roads and Maritime Services has nominated the site for 2019/2020 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated:	July 2010 – June 2015 (5 years)
Total number of crashes:	4
Total number of injury:	2
Primary crash type:	Cross traffic (RUM 10, 11, 13)
Proposed treatment:	Installation of roundabout
Treatment cost:	\$220,000

Following the submission, Council has received a formal letter from the Roads and Maritime Services (RMS). The letter advised that the proposed roundabout at intersection of Hassall Street and Bailey Street has received funding of \$220,000. This project will need to be constructed/completed within 2019/2020 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic, define priority control and improve road safety for all road users.

Comments:

Local member's representative noted that the residents are not given opportunity to comment on a proposal before submitting for funding. Once funding is received, Council only notifies rather than consulting.

RMS indicated that a consultation report will help in the assessment of the proposal for funding.

It was also noted that forward planning is required.

Members agreed with the proposal.

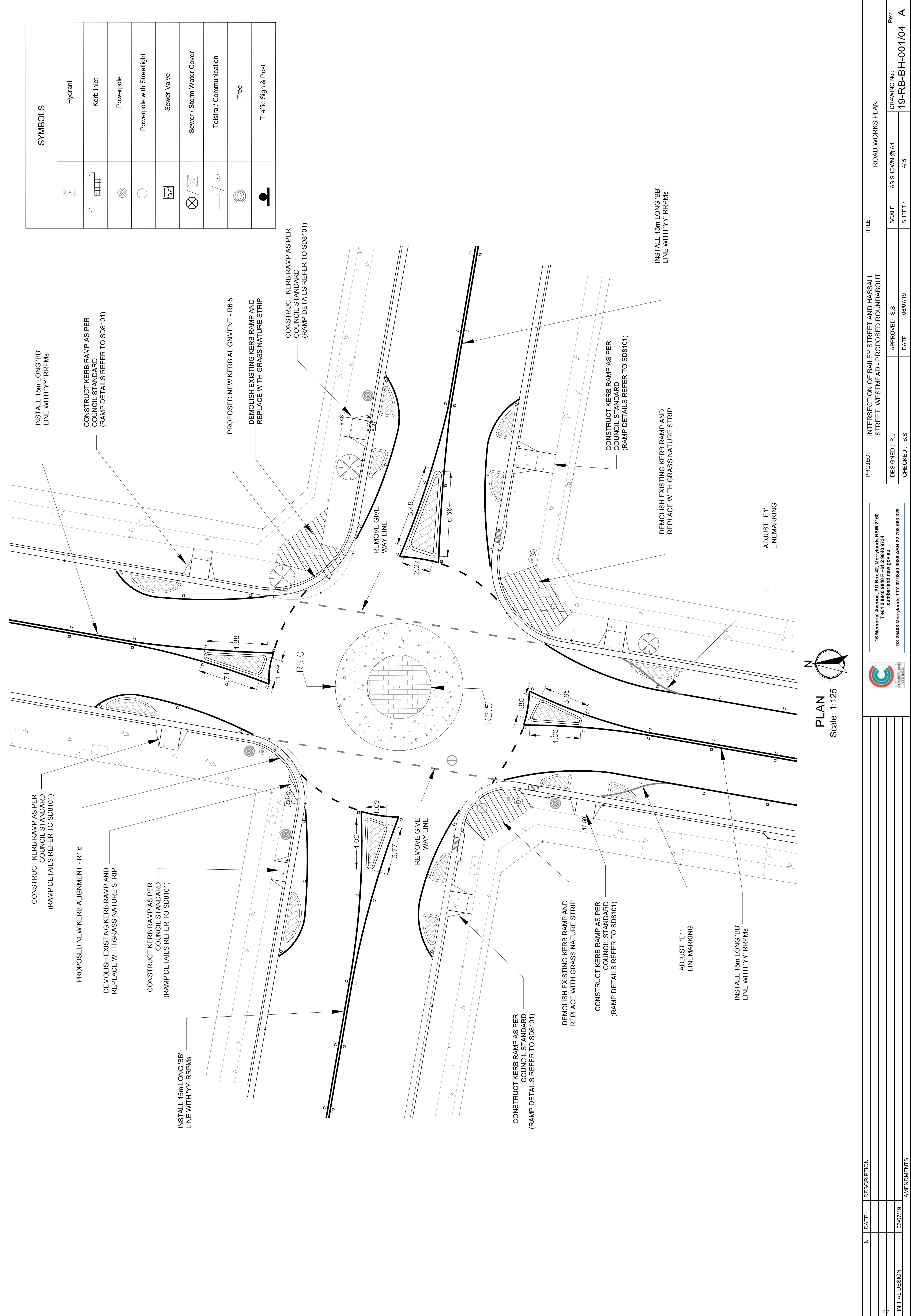
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed roundabout at the intersection of Hassall Street with Bailey Street, Westmead in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plans – Hassall Street and Bailey Street, Westmead – roundabout detailed design



CTC-19-179 PENDLE WAY, PENDLE HILL – REQUEST FOR THE INSTALLATION OF PARKING RESTRICTION

State Electorate: Prospect
(File No. GS-662-TP)

PAC: Cumberland

Summary:

Council has received a request from a business owner for the installation of '1 Hour' parking restriction in front of Goodstart Early Learning Childcare Centre located at 10 Pendle Way, Pendle Hill.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a business owner for the installation of '1 Hour' parking restriction in front of Goodstart Early Learning Childcare Centre located at 10 Pendle Way, Pendle Hill. The childcare centre has complained regarding construction vehicles being parked in front of the childcare centre. The construction vehicles are from adjoining developments happening on Pendle Way such as at 510 Great Western Highway (coroner Pendle Way and Great Western Highway).

Council's Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles in front of the childcare centre and force parents to park elsewhere for drop off / pick up their children. Therefore, the installation of parking restriction in front of the childcare centre as a would provide a safe parking area for parents and for all other road users as a temporary measure until the construction works are completed at 510 Great Western Highway (coroner Pendle Way and Great Western Highway) is completed.

Comments:

Members agreed with the proposal.

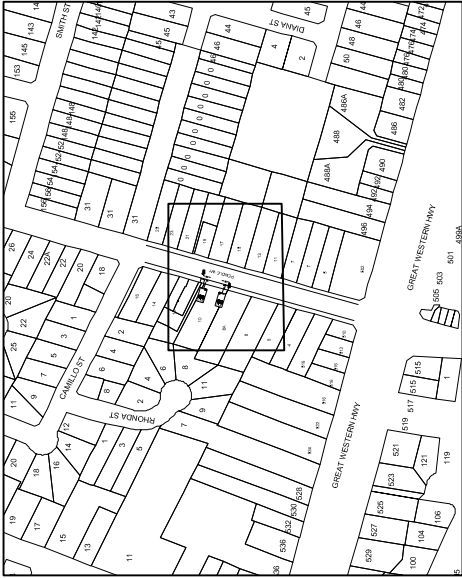
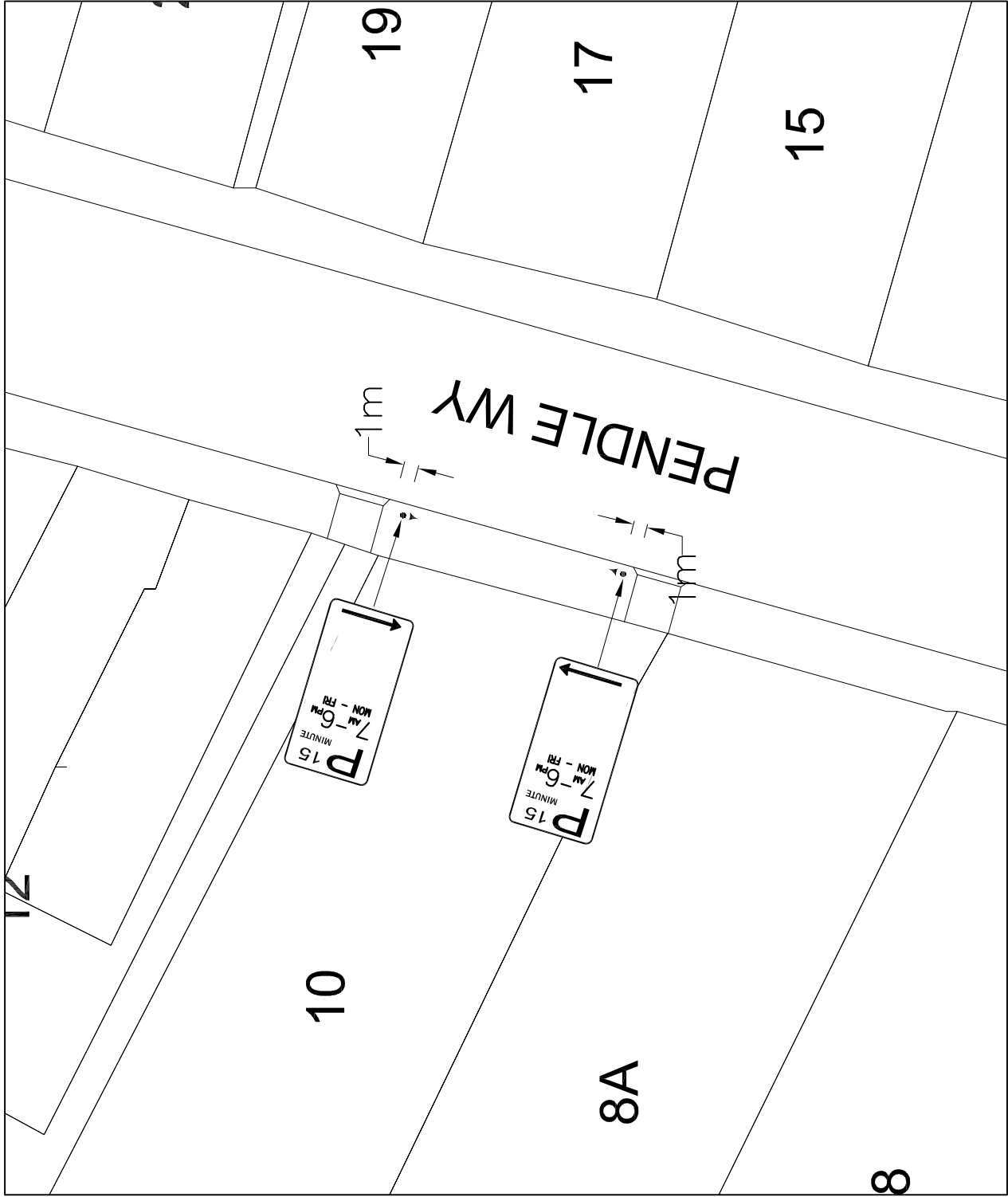
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of '15min Parking, 7:00am – 6:00pm, Mon - Fri' parking restriction on Pendle Way, Pendle Hill in accordance with the attached plan be approved.
- ii) The proposed '15min Parking, 7:00am – 6:00pm, Mon - Fri' parking restriction is a temporary measure until construction works at 510 Great Western Highway (coroner Pendle Way and Great Western Highway) is completed.
- iii) The affected residents / business owner be notified of the outcome generally.

Attachments:

1. Plan – Pendle Way, Pendle Hill – Proposed parking restriction



PENDLE WAY, PENDLE HILL
PROPOSED '1P' PARKING

DESIGNED: T.T.

SCALE: N.T.S.

CHECKED: S.S.

DATE: 4/07/19

DRAWING N

CTC-19-149



**CTC-19-180 PENDLE WAY, PENDLE HILL – REQUEST FOR THE INSTALLATION OF
‘BUS ZONE’ SIGNS**

State Electorate: Prospect
(File No. GS-662-TP)

PAC: Cumberland

Summary:

Council has received a request from a local resident for the installation of ‘Bus Zone’ sign at the existing bus stop located in front of 76 Pendle Way, Pendle Hill.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident for the installation of ‘Bus Zone’ sign at the existing bus stop located in front of 76 Pendle Way, Pendle Hill.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stop located on the western side of Pendle Way. In addition the bus operators have experienced difficulty in picking up / dropping off passengers due to vehicles parking within / close to the existing bus stop. In accordance with NSW Road Rules 2014 – Part 12 – Division 6 – Rule 195, requires 30m space as ‘Bus Zone’ so a bus could manoeuvre.

In this regard, it is proposed to install ‘Bus Zone’ signs on Pendle Way as per the attached plan.

Comments:

Members agreed with the proposal.

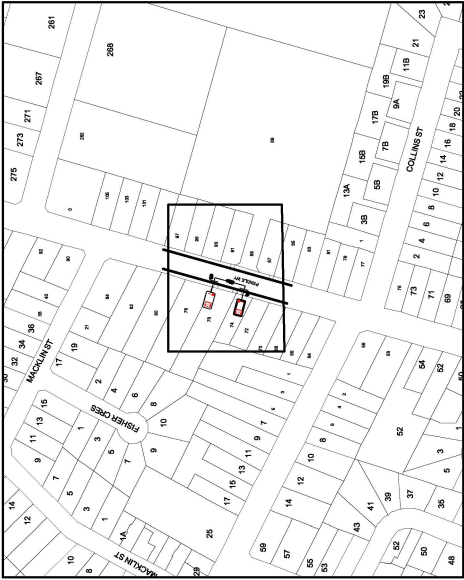
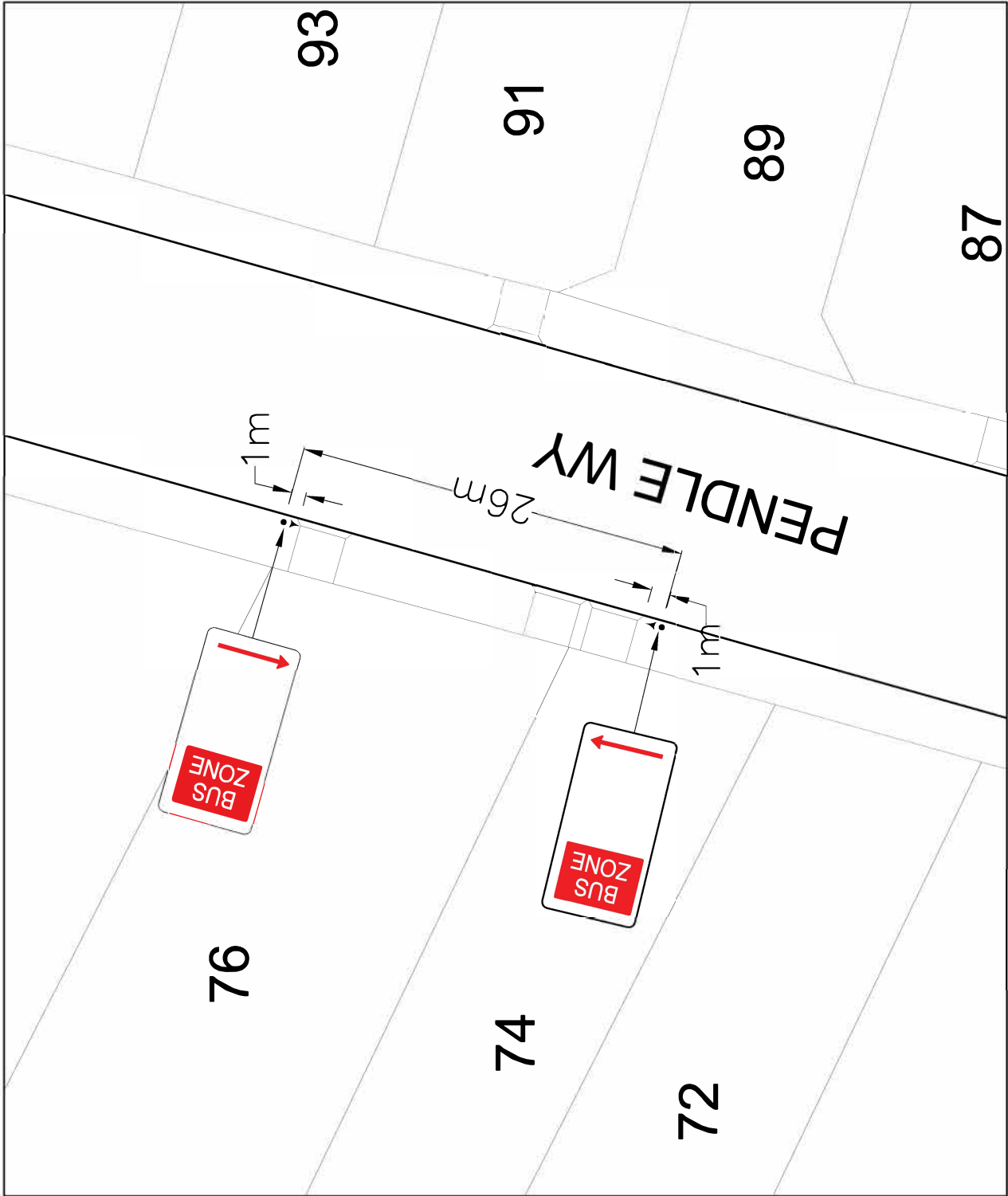
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The installation of ‘Bus Zone’ signs on the western side of Pendle Way, Pendle Hill in accordance with the attached plan be approved.
- ii) The affected residents be notified of the outcome generally.

Attachments:

- 1. Plan – Pendle Way, Pendle Hill – Proposed ‘Bus Zone’ signs



CUMBERLAND
COUNCIL

TITLE:

PENDLE WAY, PENDLE HILL
PROPOSED 'BUS ZONE'

DESIGNED: T.T.

SCALE: N.T.S.

CHECKED: S.S.

DATE: 4/07/19



DRAWING N

CTC-19-180

CTC-19-181 33 GELIBOLU PARADE, AUBURN – PROPOSED ‘NO PARKING’ RESTRICTION

State Electorate: Auburn
(File No. S2760-04)

PAC: Auburn

Summary:

This report considers a request for a drop off and pick up zone outside the Turkish Welfare Association & Cultural centre at 33 Gelibolu Parade, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request to provide a drop off/ pick up zone outside the Turkish Welfare Association & Cultural centre at 33 Gelibolu Parade, Auburn.

The frontage of the Turkish Welfare Association & Cultural centre is currently unrestricted for parking. Council officers have inspected the site on several occasions and noted that the subject area is always fully parked due to the close proximity of Auburn Station, which is approximately 200m away; commuters are parking in the unrestricted area.

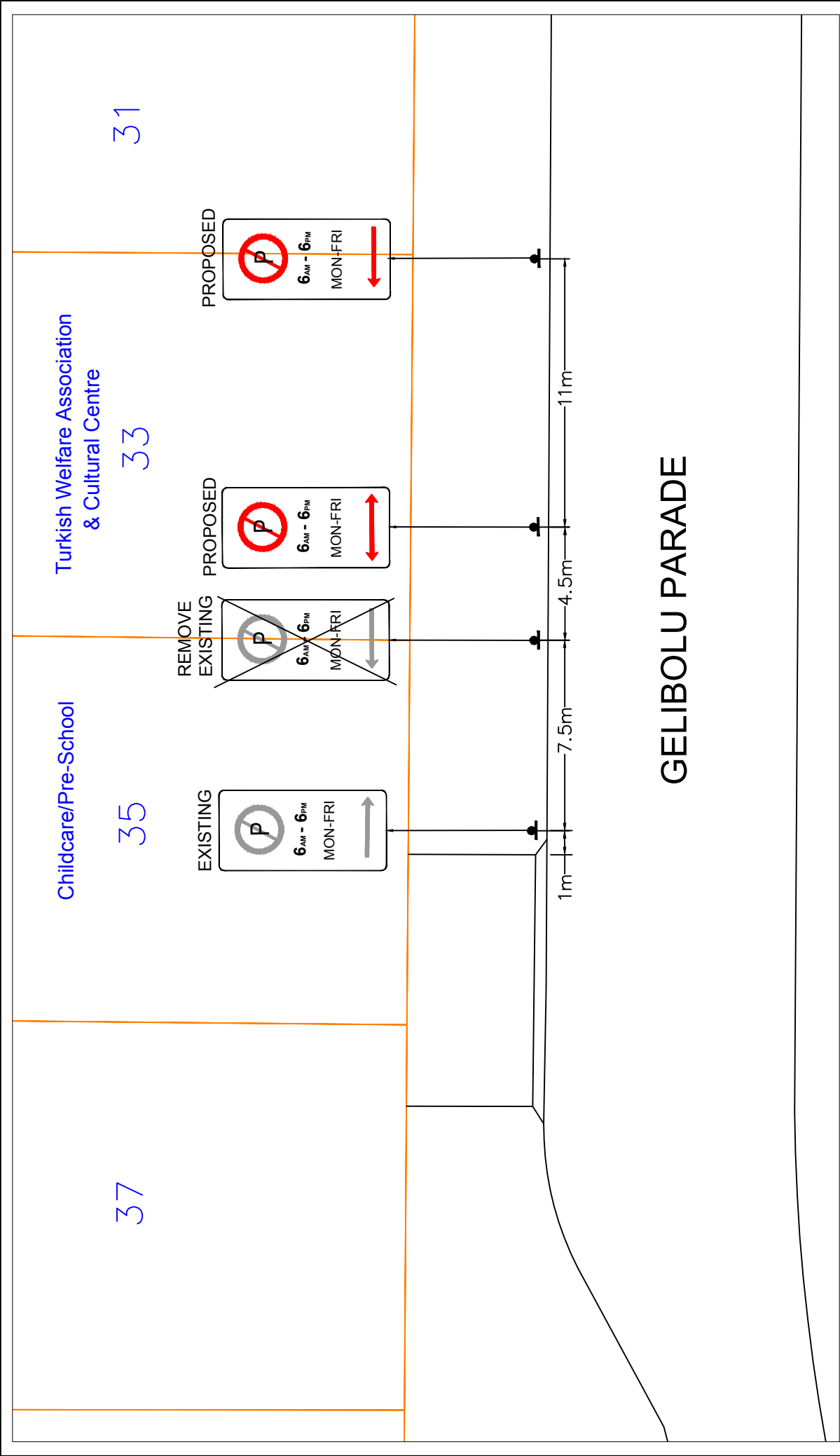
The subject site frontage is adjacent to a Child Care Centre which has a ‘No Parking’ restrictions for parents to provide drop off/pick of Children. Council proposes to extend the ‘No Parking’ restrictions outside the Child Care Centre to the full frontage of the Turkish Welfare Association & Cultural centre.



Comments:

Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the existing ‘No Parking; 6am-6pm, Mon - Fri’ restrictions outside 35 Gelibolu Parade be extended by 15.5m to cover the full frontage of 33 Gelibolu Parade, Auburn as per Plan No. CTC-19-181.



 CUMBERLAND COUNCIL	Sketch Plan No.: CTC-19-181	TITLE: Proposed 'No Parking' restriction in Gelibolu Parade, Auburn	
	File Number: S2760-04	Date: 12/07/19	
	Drawn By: S.B	Scale: NTS	

CTC-19-182 MOMBRI STREET, MERRYLANDS – PROPOSED ‘NO PARKING’ RESTRICTIONS

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from a resident to install ‘No Parking’ Restrictions at the Cul-De-Sac in Mombri Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a resident to install full time ‘No Parking’ Restrictions at the Cul-De-Sac in Mombri Street and along the south western side.

Council’s Officers have investigated this matter and found that Mombri Street has ‘No Parking; 8am – 6pm’ on the South Western side of the Street.

Mombri Street has a pavement width of approx. 6.3 m (kerb to kerb) and when cars parked on both sides of the street it is very hard for cars to access the properties. There is no parking restriction in the cul-de-sac end of the street.

The installation of ‘No Parking’ at the cul-de-sac will assist manoeuvring around the cul-de-sac. Also, converting the part time “No Parking” restrictions to full time “No Parking” will assist the residents in driving out of their driveways in the narrow street.

Therefore it is proposed to replace the ‘No Parking; 8am – 6pm’ with full time No Parking restrictions.

Comments:

Members agreed with the proposal.

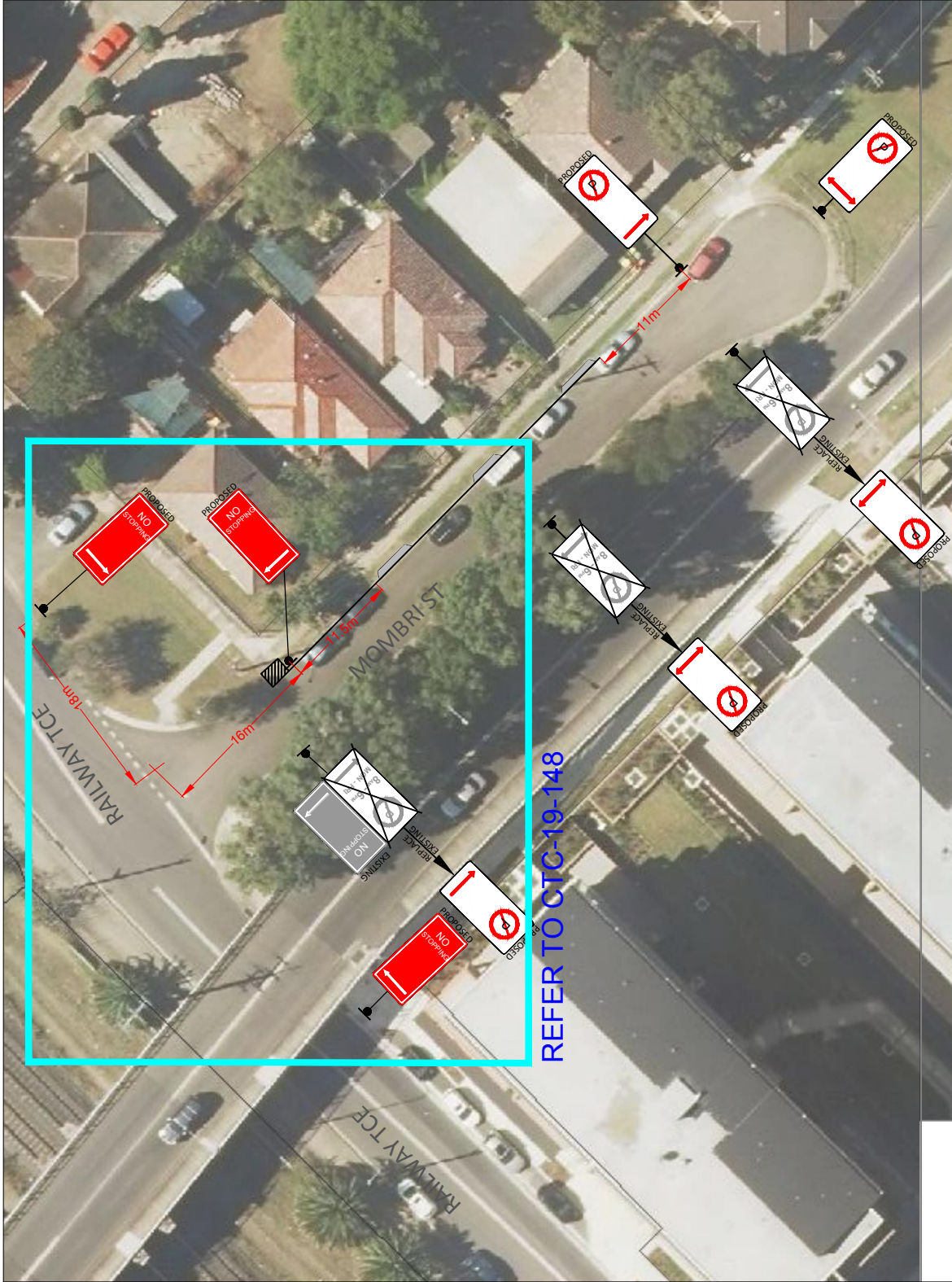
Recommendation:

The Cumberland Traffic Committee recommended that:



1. The proposed ‘No Parking’ restrictions in accordance with the attached plan be approved.
2. The existing ‘No Parking; 8am-6pm’ in Mombri Street be replaced with full time No Parking restrictions in accordance with the attached plan subject to consultation with the residents of Mombri Street.

Attachments:

1. Plan – Mombri Street, Merrylands – Proposed ‘No Parking’ restrictions



REFER TO CTC-19-148

	Sketch Plan No.: CTC-19-182	TITLE: Proposed 'No Parking' restrictions in Mombri Street, Merrylands	
	File Number: T-28-01/06	Date: 27/06/19	
	Drawn By: P.L	Scale: NTS	

**CTC-19-183 NORTHUMBERLAND ROAD, AUBURN – PROPOSED ‘NO PARKING’
RESTRICTIONS IN THE LANEWAY**

State Electorate: Auburn
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from businesses to install ‘No Parking’ restrictions in the laneway off Northumberland Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Concerns have been raised by local business owners with respect to vehicles parking on both sides of the laneway off Northumberland Road, often blocking access to properties.

Following these complaints, the site was inspected on several occasions and it was noted that cars were parked on both sides of the laneway, often blocking vehicular access to the properties. The laneway is a no through road which has a pavement width of approx. 4.5 m (kerb to kerb) and is mainly used as a service laneway for businesses on Rawson Street. Since the laneway allows for two-way traffic movements and has a narrow pavement width of 4.5m, it is difficult for trucks to access the properties if cars are parked on one side of the street.

Road Rules No. 208 (7) state: *“If the road does not have a continuous dividing line or a dividing strip, you must position your vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.”*

Therefore, to alleviate the above difficulties and to strengthen the statutory requirements (as per the Road Rules) it is proposed to install full time ‘No Parking’ restrictions on both sides of the laneway and install 10m No Stopping restrictions at the intersection with Northumberland Road, Auburn.

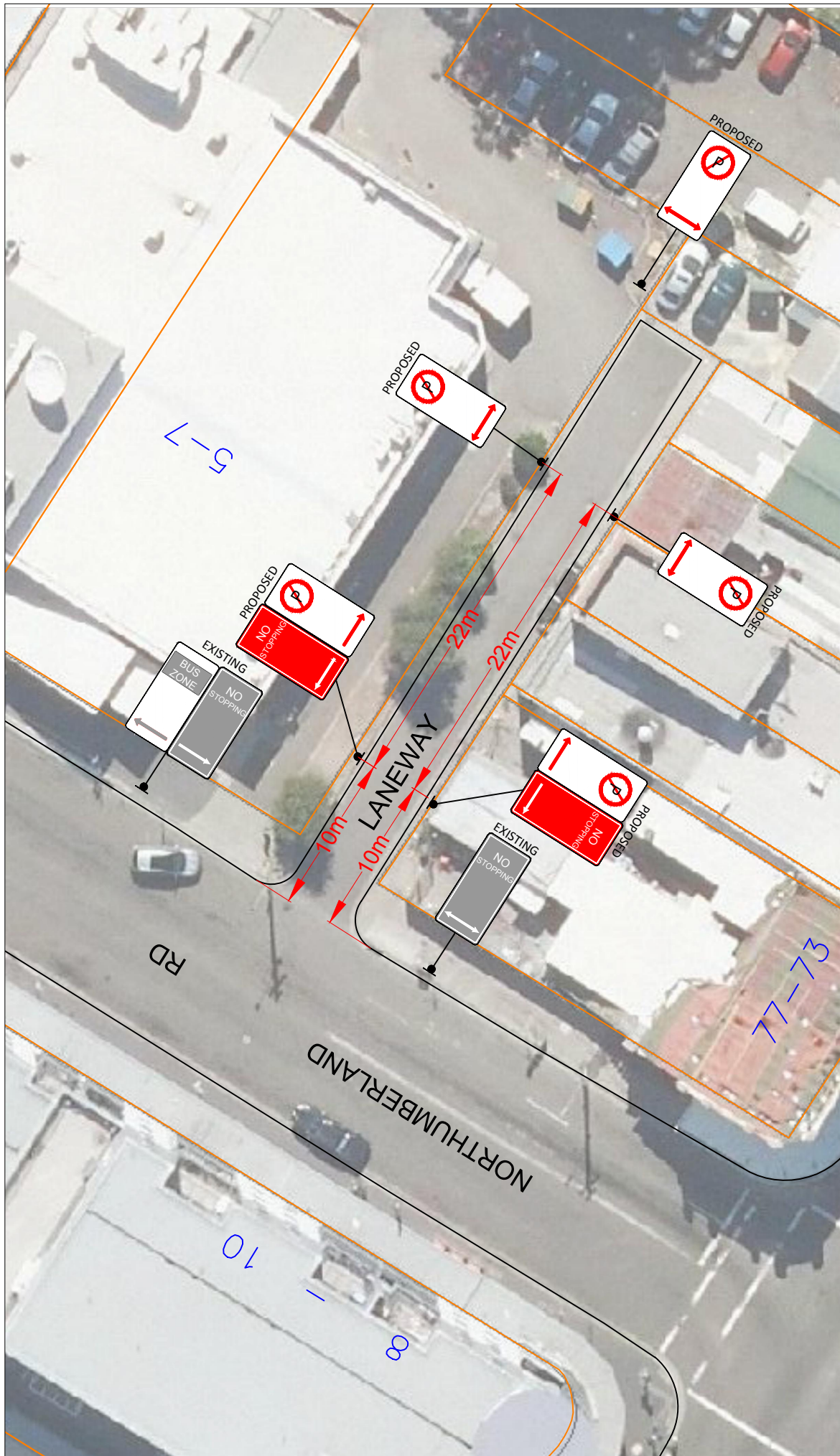
Comments:


Members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) 10m ‘No Stopping’ restrictions be installed on both sides of the laneway at the intersection with Northumberland Road, Auburn.
- ii) ‘No Parking’ restrictions be installed on both sides of the laneway from the 10m statutory No Stopping zone.
- iii) The affected property owners be notified of the outcome generally.



Sketch Plan No.: CTC-19-183 File Number: S2460-04 Drawn By: P.L	TITLE: Proposed 'No Parking' restrictions in the laneway in Auburn	
	Date: 15/07/19	
	Scale: NTS	

CTC-19-184 MIMOSA STREET, WESTMEAD – APPLICATION FOR ‘WORKS ZONE’ SIGNAGE

State Electorate: Prospect
(File No. GS-571-TP)

LAC: Cumberland

Summary:

Council has received an application for ‘Works Zone’ on Mimosa Street associated with the development at 1 Mimosa Street, Westmead.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received an application for ‘Works Zone’ on Mimosa Street associated with development at 1 Mimosa Street, Westmead.

The temporary ‘Work Zone’ is approximately 15m in length and proposed to commence on late August 2019 for 12 months. The proposed time is between 7:00am to 6:00pm Monday to Friday and 8:00am to 4:00pm on Saturdays.

There will be a loss of 3 on-street parking spaces (2P Permit Parking spaces) on the southern side of Mimosa Street, Westmead during the operation of the ‘Work Zone’.

Comments

After brief discussion, members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The 15m long ‘Works Zone, 7:00am-6:00pm, Monday-Friday, 8:00am-4:00pm, Saturday’ restrictions be installed on Mimosa Street, Westmead fronting the development site subject to Council’s standard conditions for the period of 12 months.
- ii) The applicant shall be advised to pay the ‘Works Zone’ fees to Council as per the adopted Fees and Charges 2019-20.

Attachments:

Plan – Mimosa Street, Westmead – Proposed Temporary ‘Works Zone’ signage

**CTC-19-142 LENA STREET, GRANVILLE- PROPOSED CHANGES TO PARKING
ARRANGEMENT ADJACENT TO GRANVILLE PUBLIC SCHOOL**

State Electorate: Granville
(File No. T-28-01/06)

PAC: Cumberland

Summary:

Council has received a request from Granville Public School administration regarding the parking arrangement in Lena Street adjacent to the school.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from Granville Public School administration regarding the parking arrangement in Lena Street adjacent to the school.

The school has indicated that parents park longer than 5 minutes in the “5 minute” parking area and has requested conversion of the “P5” signposted area to “No Parking” School days and times.

The attached plan shows the changes proposed.

Comments:

Members agreed with the proposal.

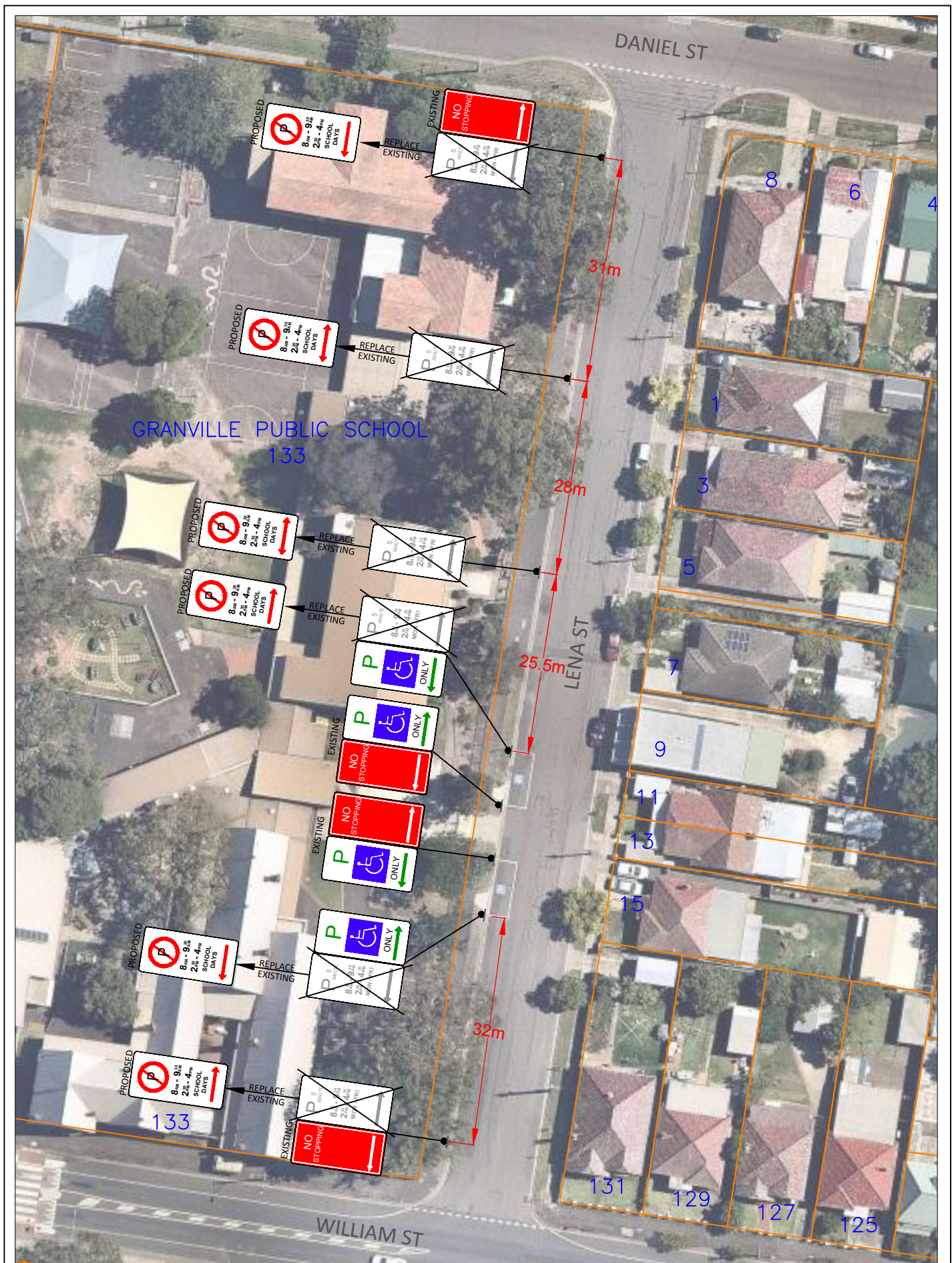
Recommendation:

The Cumberland Traffic Committee recommended that:

1. The replacement of “P5” signage in Lena Street adjacent to Granville Public School to “No Parking, 8:00AM-9:30AM, 2:30PM-4:00PM, School Days” in accordance with the attached plan be approved.
2. The affected residents be notified of the outcome generally.

Attachments:

1. Plan –Proposed changes to parking arrangement



CTC-19-186 PARK ROAD & EDGAR STREET, AUBURN – PROPOSED “NO STOPPING” RESTRICTIONS

State Electorate: Auburn
(File No. S1170-04)

PAC: Auburn

Summary:

Council has received a request from local residents and motorists regarding road safety concerns at the intersection of Park Road and Edgar Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents and motorists regarding road safety concerns at the intersection of Park Road and Edgar Street, Auburn.

It is alleged that the intersection of Park Road and Edgar Street is unsafe due to restricted sight distance resulting from vehicles parking close to the intersection. In addition, the approach to the median island opening in Edgar Street is not adequately signposted as “No Stopping” to allow safe crossing for pedestrians.

During inspections, Council officers observed that cars are parking close to the intersection ignoring the Road Rules. Therefore, it is proposed to install “No Stopping” signage to strengthen the Road Rules at the intersections of Park Road and Edgar Street and the median island opening in Edgar Street.

It is also proposed to amend the pavement line marking appropriately in Edgar Street.

Comments:

Members agreed with the proposal.

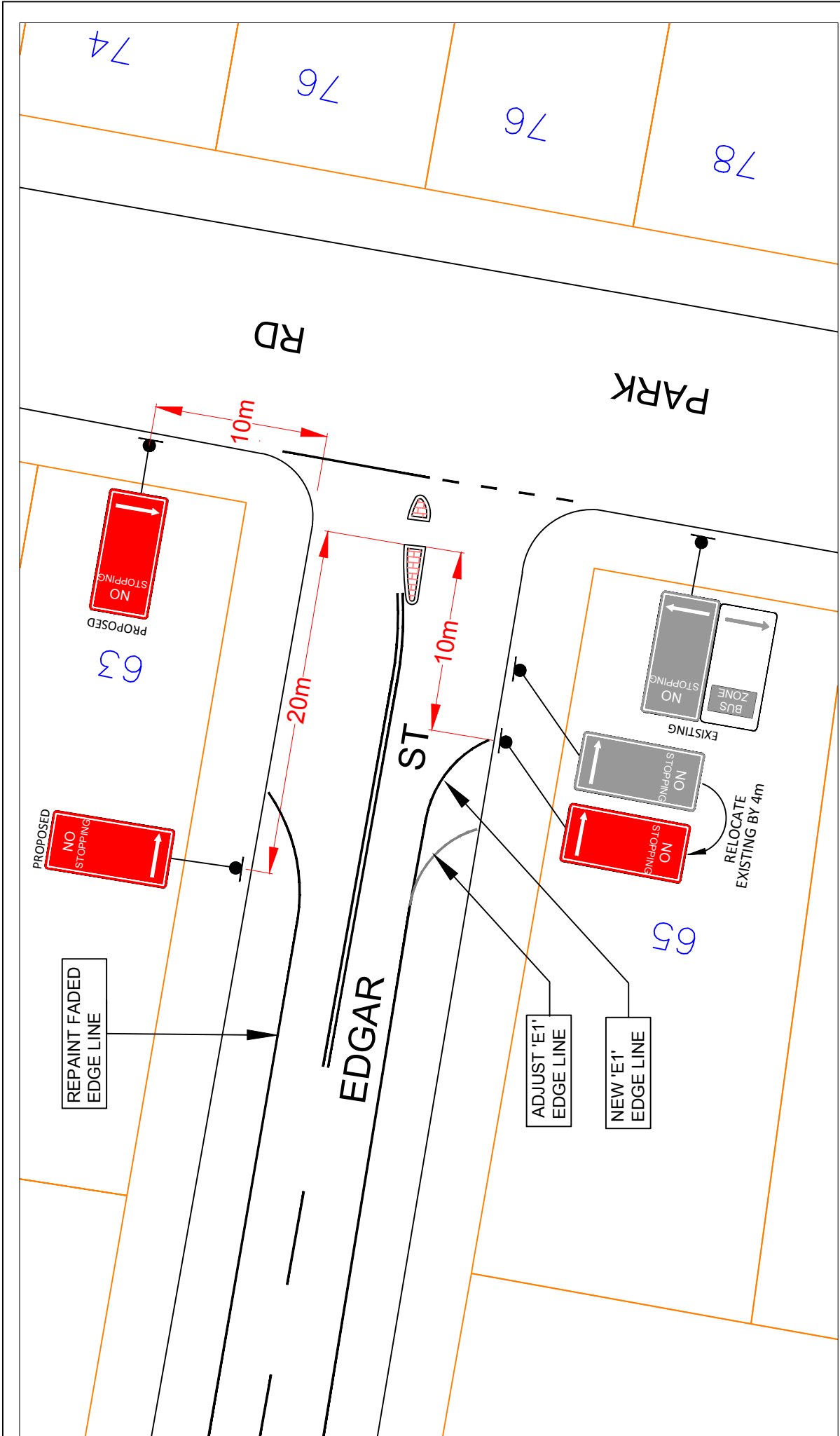
Recommendation:



The Cumberland Traffic Committee recommended that;

1. The proposed “No Stopping” restrictions at the intersections of Park Road & Edgar Road, Guildford in accordance with the Plan CTC-19-186 be approved.
2. The Edge line marking in Edgar Street be changed in accordance with the Plan CTC-19-186

Attachments:

Plan – Proposed “No Stopping” restrictions



	Sketch Plan No.: CTC-19-186	TITLE: Proposed 'No Stopping' restrictions at the intersection of Park Road & Edgar St, Auburn	
	File Number: S1170-04	Date: 16/07/19	
	Drawn By: P.L	Scale: NTS	

CTC-19-187 MERRYLANDS ROAD, GREYSTANES – PROPOSED MEDIAN ISLAND ASSOCIATED WITH A CHILDCARE CENTRE DEVELOPMENT

State Electorate: Granville
(File No. DA 2018/503/1)

PAC: Cumberland

Summary:

Council has received concept plans of traffic management measures to maintain traffic flow and road safety along Merrylands Road in association with the proposed childcare centre development located at 787 Merrylands Road, Greystanes.

This report outlines the outcome of an investigation into this matter.

Report:

Council has received concept plans of traffic management measures (i.e. proposed median island, No Stopping signs and associated other signs and line marking) to maintain traffic flow and road safety along Merrylands Road in association with the proposed childcare centre development located at 787 Merrylands Road, Greystanes. The above development comprising 100 place childcare centre with basement carpark accommodating 33 car parking spaces.

Council's Engineering Section have assessed the proposed development and have proposed a condition be imposed (if the development application is approved) to construct a median island across proposed entry and exit driveways on Merrylands Road to restrict access as left in and left out only. However, the proposed median island will restrict access to the properties located opposite side of the proposed development (i.e. southern side of Merrylands Road).

It is advised that a consultation has been undertaken with the affected residents by the applicant. The result of the consultation indicated that there is no objection received. It was noted that the consultation was with the tenants and some of the owners on the southern side of the Merrylands Road, therefore, Council's Officers have requested that a further consultation with all property owners shall be undertaken and report the result back to Council's Engineering Section.

Comments:

Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that:

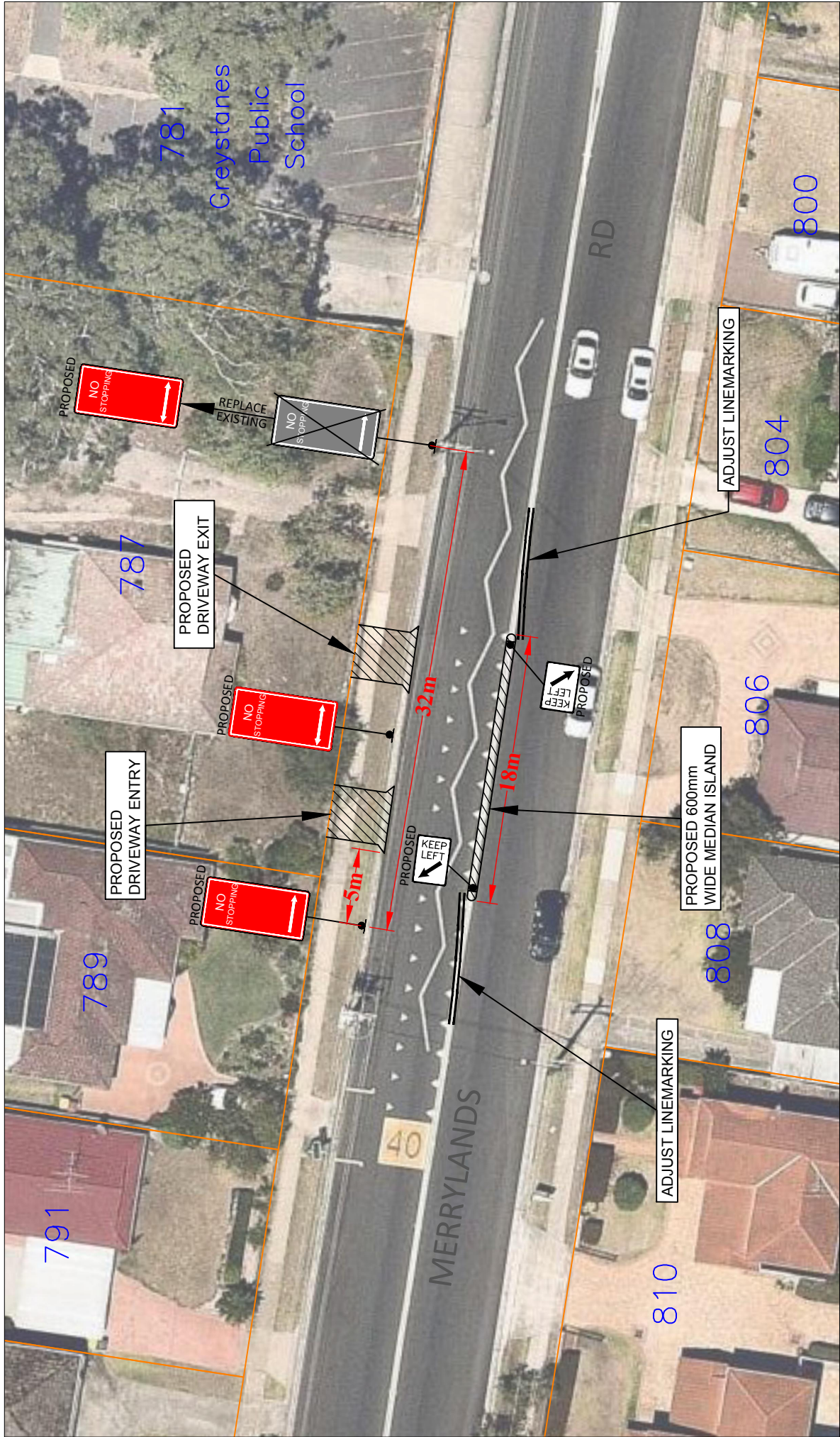
- i) The proposed median island in front of 787 Merrylands Road, Greystanes and associated signs and line marking in accordance with the attached plan be approved subject to items below.
- ii) The proposed 'No Stopping' signs in front of 787 Merrylands Road, Greystanes in accordance with attached plan be approved.
- iii) The applicant shall undertake consultation with the affected residents (all owners and tenants) regarding proposed median island and the result of

the consultation be reported to Council's Engineering Section for review and approval. The matter will be reported back to the Traffic Committee if objection are received.

- iv) The cost associated with design and construction of median island shall be borne by the applicant at no cost to Council.
- v) The affected residents be notified of the outcome generally.

Attachments:

1. Plans – Merrylands Road, Greystanes – Proposed median island (concept plan)



Sketch Plan No.:	CTC-19-187	TITLE:	Proposed Median Island Associated with the Development of a Child Care Centre at 787 Merrylands Road, Greystanes
File Number:	DA 2018/503/1	Date:	23/07/19
Drawn By:	P.L	Scale:	NTS



CTC-19-188 LONG STREET, SMITHFIELD – PROPOSED ‘BUS ZONE’ SIGNS

State Electorate: Prospect
(File No. GS-502-TP/02)

PAC: Cumberland

Summary:

Council has received a complaint from a local business owner regarding vehicles parking within existing ‘No Stopping’ sign on Long Street, Smithfield.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a complaint from a local business owner regarding vehicles parking within existing ‘No Stopping’ sign on Long Street, Smithfield and restrict sight distance.

Council’s Officers have investigated the matter and the investigation revealed that there is existing bus stop sign located within existing ‘No Stopping’ sign. In addition, a site inspection indicated that motorist are parking within required bus zone area (i.e. 20m in approach to bus stop sign in accordance with NSW Road Rules 2014 – Part 12 – Division 6 – Rule 195).

Council has discussed with the bus operator regarding this matter and the bus operator requested to formalise existing bus stop area as ‘Bus Zone’ signs.

The proposed ‘Bus Zone’ signs will eliminate vehicles parking close to the driveway and within required bus stop area and improve sight distance at this location.

Comments:

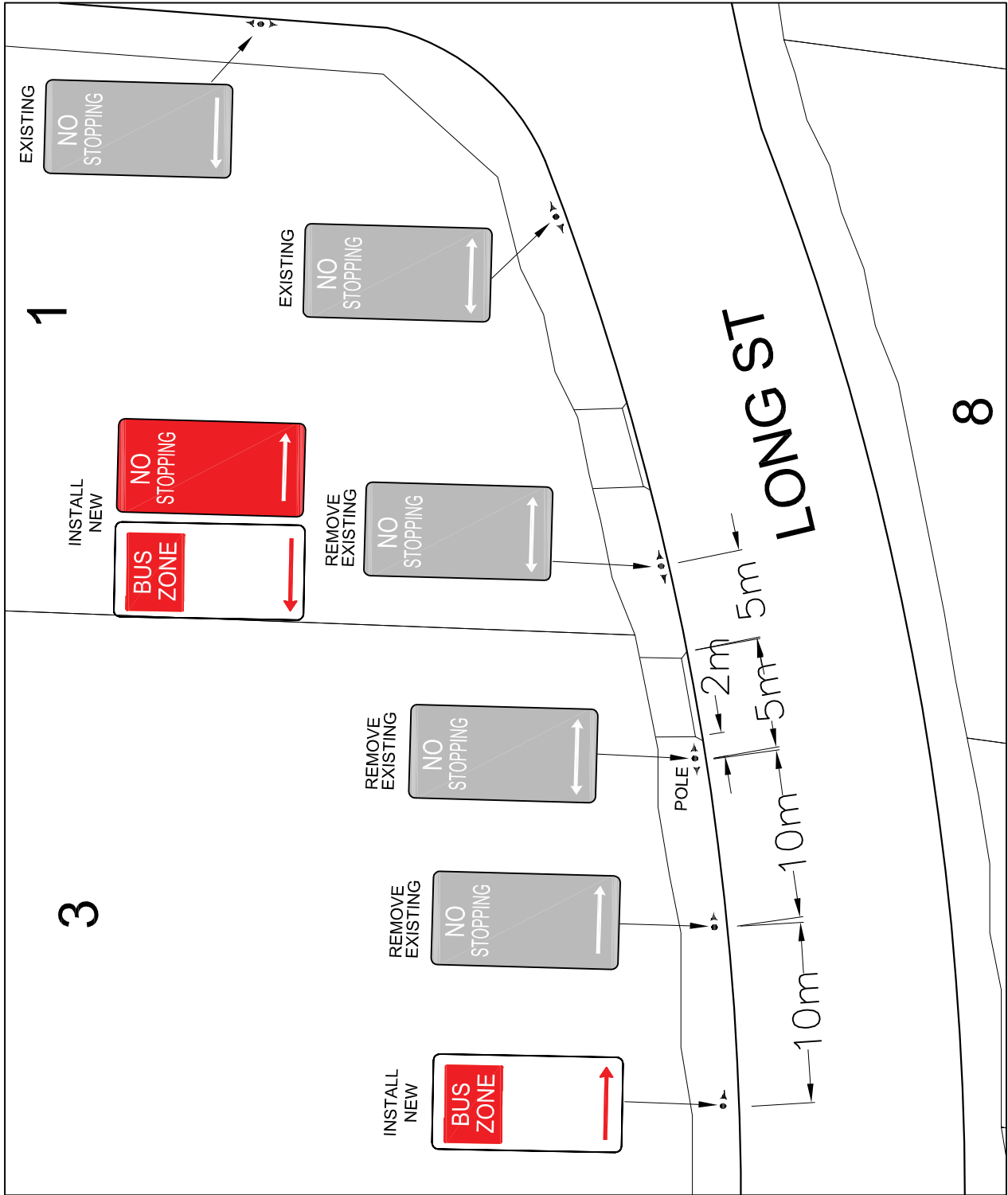
Members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the installation of ‘Bus Zone’ signs on Long Street, Smithfield in accordance with the attached plan be approved.

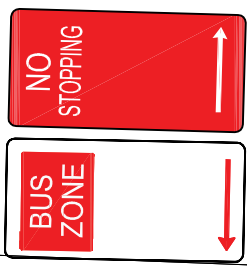
Attachments:

1. Plan – Long Street, Smithfield – Proposed ‘Bus Zone’ signs

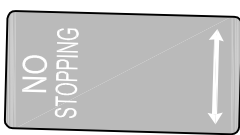


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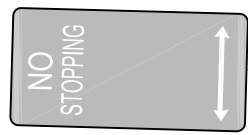
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NEW



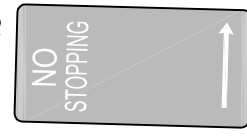
REMOVE
EXISTING



REMOVE
EXISTING



REMOVE
EXISTING



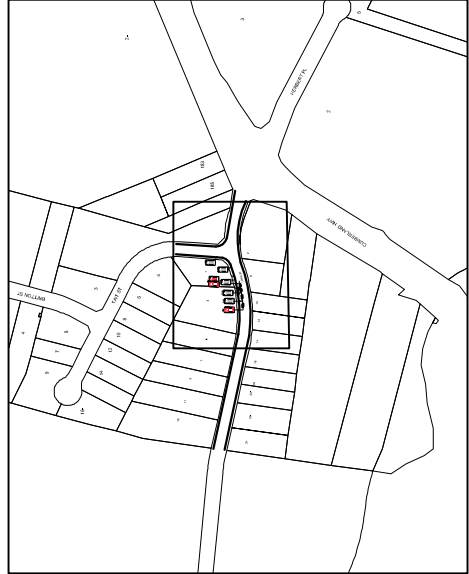
INSTALL
NEW



POLE

LONG ST

8



TITLE:

LONG STREET, SMITHFIELD
PROPOSED 'BUS ZONE'



DESIGNED: T.T.

SCALE: N.T.S.

CHECKED: S.S.

DATE: 2/08/19

DRAWING N

CTC-19-188

**CTC-19-189 ETTALONG ROAD, GREYSTANES – PROPOSED MEDIAN ISLAND
ASSOCIATED WITH A MIXED USE DEVELOPMENT**

State Electorate: Prospect
(File No. DA 2017/155/1)

PAC: Cumberland

Summary:

Council has received a concept design of the proposed median island and signs and line marking associated with approved development application at 515 – 519 Great Western Highway, Greystanes.

The report details a review of the submitted design plan and feasibility of the proposal in accordance with approved development application.

Report:

Land and Environment Court has granted the proposed mixed use development at 515 – 519 Great Western Highway in late 2018. A condition was imposed in the development consent that a medina island shall be constructed on Ettalong Road to restrict right turn movements subject to Traffic Committee and Council approval.

The above development comprising 50 units, Childcare Centre and with basement carpark accommodating 125 car parking spaces.

Council has received the detailed design of the proposed medina island, associated signs, line marking and civil works drawings on Ettalong Road for Traffic Committee consideration.

It is advised that the Roads and Maritime Services (RMS) has accepted in principle the proposed median island, however, detailed design and Traffic Control Signal Plan shall be prepared and submitted to the RMS for final approval.

Comments:

Members agreed with the recommendation.

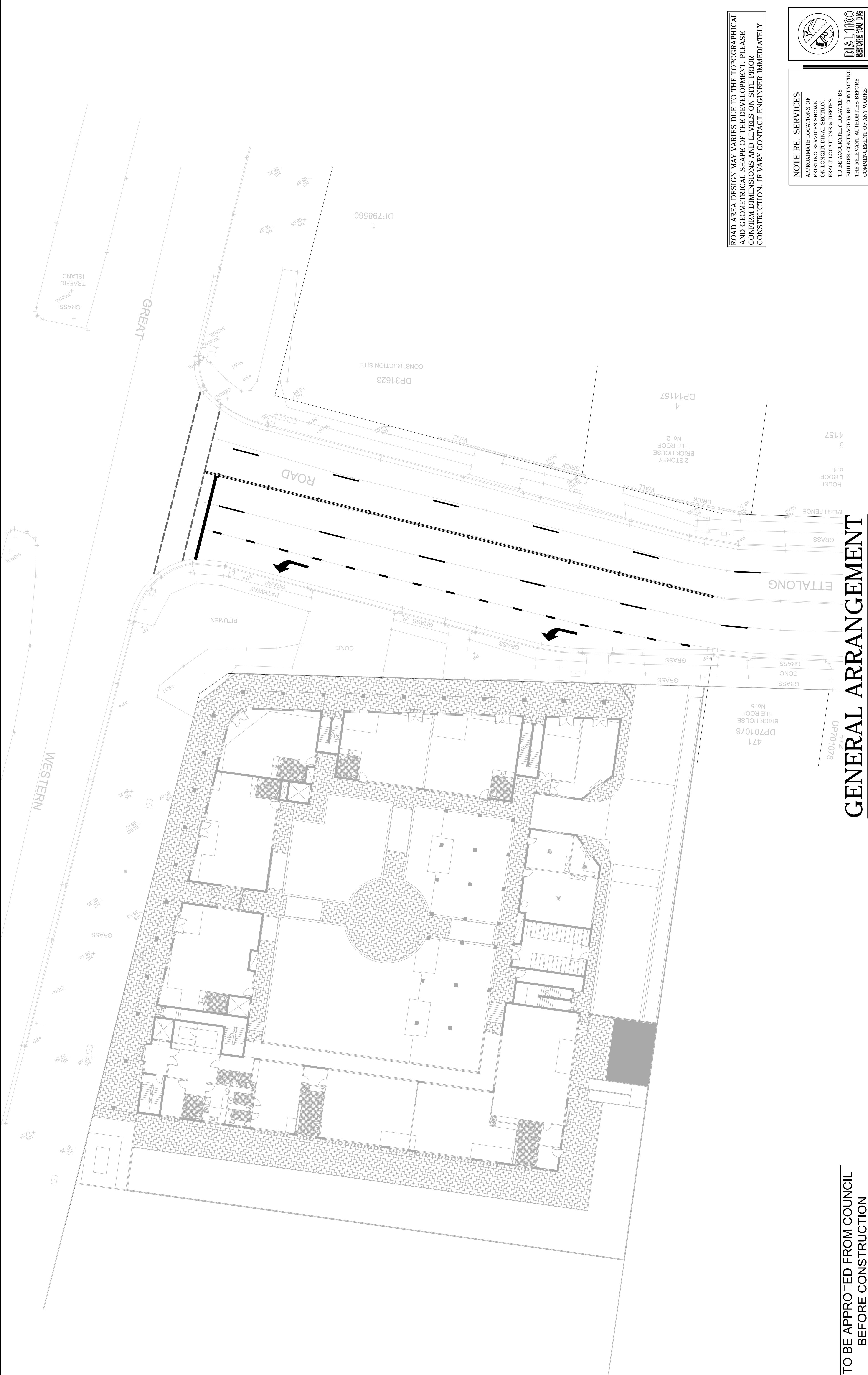
Recommendation:

The Cumberland Traffic Committee recommended that:

- i) The proposed median island and associated signs and line marking on Ettalong Road at Great Western Highway, Greystanes in accordance with the attached plan be approved subject to RMS approval.
- ii) The cost associated with the construction of median island, signs and line marking etc. shall be borne by the developer at no cost to Council.
- iii) The affected residents / property owners be notified of the outcome generally.

Attachments:

1. Plan – Ettalong Road, Greystanes – Proposed median island



TO BE APPROVED FROM COUNCIL BEFORE CONSTRUCTION


A1	0	1	2	3	4	5	6	7	8	9	10
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No	AMENDMENT	DATE	No	AMENDMENT	DATE	No	AMENDMENT	DATE
A	FOR C.C. APPROVAL	N.L. 18-10-18						


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ARCHITECT

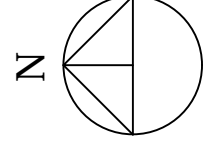


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PROPOSED MIXED USE DEVELOPMENT
515-519 GREAT WESTERN HIGHWAY,
GREYSTANES, NSW



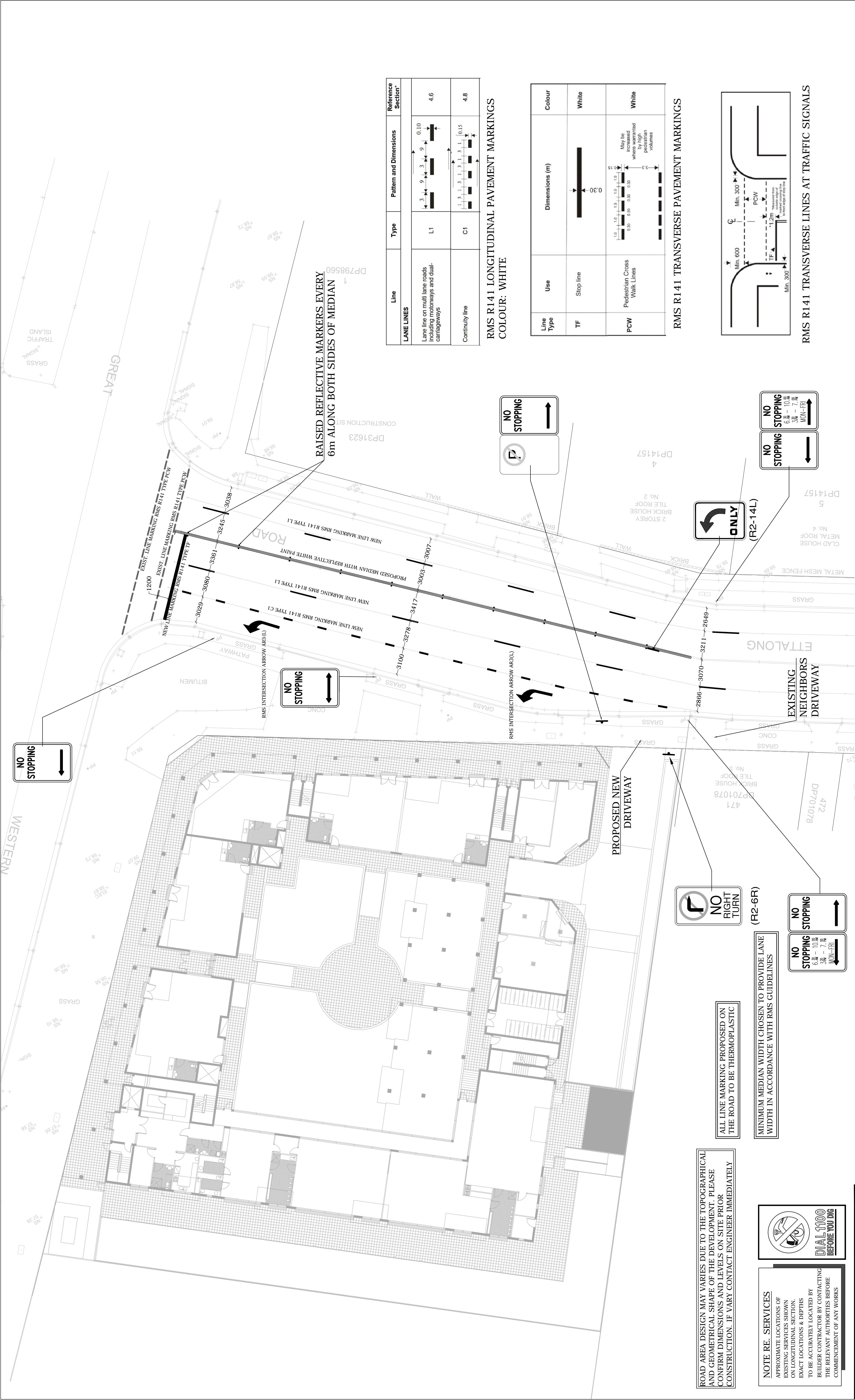
CONSENT AUTHORITY:
CUMBERLAND COUNCIL

SHEET SUBJECT		GENERAL ARRANGEMENT	
DATE	DRAWN	DESIGNED	CHECKED
OCT 18	A.E.	N.L.	N.L.
SCALE @ A1	1 : 200 U.N.O	JOB No	16NL101
AUTHORISED	NERMEIN LOKA	DWG No	C02
REV			A

NOTE RE. SERVICES
APPROXIMATE LOCATIONS OF EXISTING SERVICES SHOWN ON LONGITUDINAL SECTION. EXACT LOCATIONS & DEPTHS TO BE ACCURATELY LOCATED BY BUILDER CONTRACTOR BY CONTACTING THE RELEVANT AUTHORITIES BEFORE COMMENCEMENT OF ANY WORKS

**DIAL1100**
BEFORE YOU DIG

ROAD AREA DESIGN MAY VARY DUE TO THE TOPOGRAPHICAL AND GEOMETRICAL SHAPE OF THE DEVELOPMENT. PLEASE CONFIRM DIMENSIONS AND LEVELS ON SITE PRIOR CONSTRUCTION. IF VARY CONTACT ENGINEER IMMEDIATELY

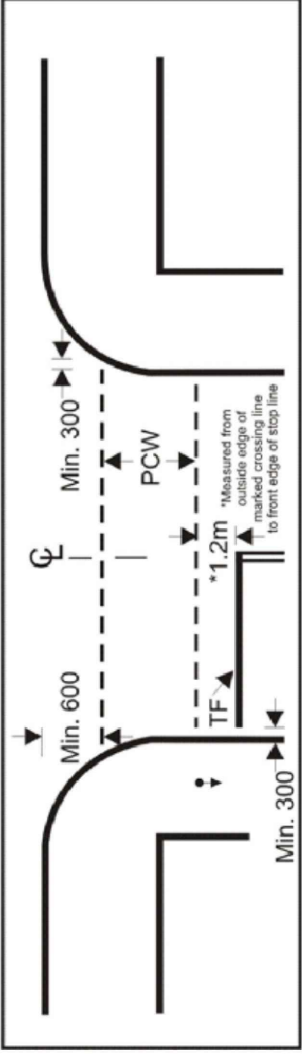


Line	Type	Pattern and Dimensions	Reference Section*
LANE LINES			
Lane line on multi lane roads and dual-carriageways	L1		4.6
Continuity line	C1		4.8

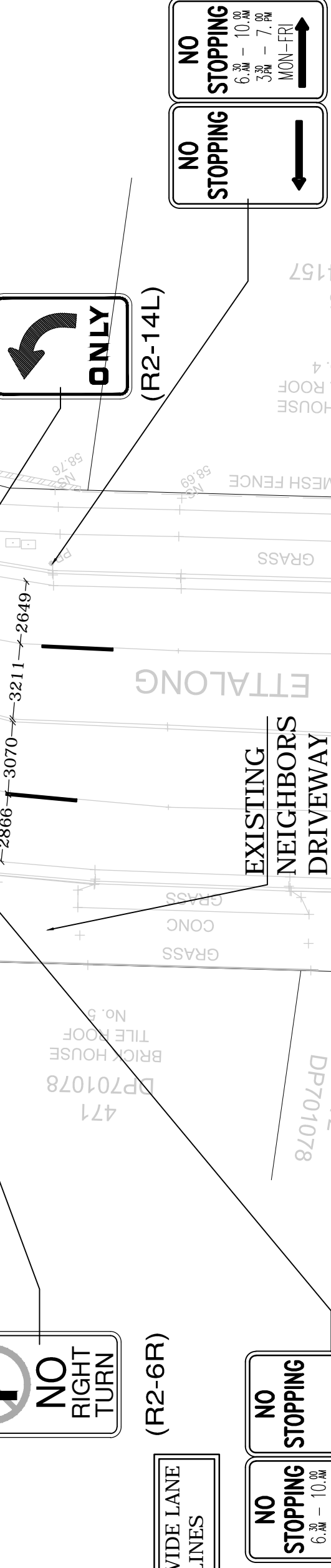
RMS R141 LONGITUDINAL PAVEMENT MARKINGS
COLOUR: WHITE

Line Type	Use	Dimensions (m)	Colour
TF	Stop line		White
PCW	Pedestrian Cross Walk Lines		White

RMS R141 TRANSVERSE PAVEMENT MARKINGS



RMS R141 TRANSVERSE LINES AT TRAFFIC SIGNALS



ROAD AREA DESIGN MAY VARY DUE TO THE TOPOGRAPHICAL AND GEOMETRICAL SHAPE OF THE DEVELOPMENT. PLEASE CONFIRM DIMENSIONS AND LEVELS ON SITE PRIOR TO CONSTRUCTION. IF VARY CONTACT ENGINEER IMMEDIATELY

NOTE RE. SERVICES
APPROXIMATE LOCATIONS OF EXISTING SERVICES SHOWN ON CONTOUR LINES ONLY. EXACT LOCATIONS & DEPTHS TO BE ACCURATELY LOCATED BY THE RELEVANT AUTHORITIES BEFORE COMMENCEMENT OF ANY WORKS

DIAL 1100 BEFORE YOU DIG

PROPOSED & EXISTING SIGN & LINE MARKING PLAN

SCALE 1:200

ARCHITECT				PROJECT				SHEET SUBJECT			
Copyright Loka Consulting Engineers as date of issue				LOKA CONSULTING ENGINEERS Pty Ltd 14/18 AVENUE OF AMERICAS, NEWINGTON, NSW T: +61 2 8005 9489 F: +61 2 8005 9490 EMAIL: info@loka.com.au MOBILE: 0404 142 063				PROPOSED MIXED USE DEVELOPMENT 515-519, GREAT WESTERN HIGHWAY, GREYSTANES, NSW			
THIS DRAWING IS THE PROPERTY OF LOKA CONSULTING ENGINEERS AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE WRITTEN CONSENT OF THE COMPANY				PROJECT 515-519 Great Western Highway, Greystanes, NSW				PROPOSED & EXISTING SIGN & LINE MARKING PLAN			
No				No				DATE OCT 18			
No				No				DESIGNED A.E.			
No				No				CHECKED N.L.			
No				No				SCALE @ A1 1 : 200 U.N.O			
No				No				JOB No 16NL101			
No				No				AUTHORISED NERMEIN LOKA			
No				No				DWC No C06			
No				No				REV B			

CTC-19-190 MONA STREET, AUBURN – PROPOSED LINEMARKING

State Electorate: Auburn
(File No. S2580-04)

PAC: Auburn

Summary:

Concerns have been received from local residents that motorists are often speeding in Mona Street between Cumberland Road & Chisholm Road in Auburn.

Report:

Concerns have been received from local residents that motorists are often speeding in Mona Street between Cumberland Road & Chisholm Road in Auburn.

Mona Street between Cumberland Road & Chisholm Road is approximately 380m long and has a pavement width of 12.6m (kerb to kerb). The speed limit in this road is 50 km/h and is frequently used by motorists travelling between Auburn and Granville.

Following the above concerns, Council undertook traffic counts outside 50 Mona Street and the findings are as follows:

Item	Data
ADT (Average Daily Traffic)	12,974 vehicle/day
85 th percentile speed	54.4 km/h

According to the Roads and Maritime Services (RMS) Accident Database there were three (6) reported accidents in Mona Street between Cumberland Road & Chisholm Road in the last five (5) years from July 2013 and June 2018. The details of these accidents are given below:

No	Date	Time	Street Name	Location	RUM Code	Crash Degree	Weather Cond.
1	14/10/2013	18:08	Mona Street	5m west of Walters St	30 (Rear End)	Injury	Fine
2	26/11/2014	16:35	Mona Street	Outside No. 39	30 (Rear End)	Non - Injury	Fine
3	24/10/2014	15:40	Mona Street	15m west of Walters St	30 (Rear End)	Injury	Fine
4	21/03/2016	16:30	Mona Street	At the intersection with Walters Street	10 (Cross Traffic)	Injury	Fine
5	19/9/2016	8:28	Mona Street	At the intersection with Walters Street	9 (Pedestrian Other)	Injury	Fine
6	9/3/2017	11:45	Mona Street	Outside No. 31	21 (Right Through)	Injury	Raining

Therefore based on the above, it is proposed to install “S1” separation lines and “E1” edge lines on Mona Street between Cumberland Road & Chisholm Road. Since there is 4 accidents within 15m of the intersection in Mona Street and Walters Street, it is proposed to install “BB” centre lines to enhance road safety at this intersection.

As per the RMS *Delineation Guidelines*, Section 4 & Section 5 below is the requirements need to satisfy for edge lines and “BB” center lines:

4.2.2 Warrants for dividing lines:

Dividing line markings, including barrier type, where required, should be used on seal pavements 5.5m or more wide if the AADT is in excess of the following:

- (a) 300 vehicles on rural roads*
- (b) 2,500 vehicles on urban road.*

4.7.5 Warrants for edge lines: On a carriageway of more than one lane, edge lines shall not be used unless a dividing line exists and the pavement is at least 6.8m in width, or unless special circumstances exist, i.e.; poor alignment, fog or similar conditions. Where edge lines are used, they shall be placed on both sides of the sealed surface, in accordance with the following:

4.7.5.1 Volume warrants:

Edge line markings should be used on the sealed pavements 6.8m or more wide if the AADT is in excess of the following:

- (c) 750 vehicles on rural roads*
- (d) 4,000 vehicles on urban road.*

Notwithstanding the above, Council has assessed the street in accordance with Council’s **Local Area Traffic Management (LATM) Policy** and Mona Street scored 46 out of 100. This indicates that traffic calming devices such as speed humps are not warranted in the street.

The Plan No. CTC-19-190 details the proposed installation of line markings in Mona Street between Cumberland Road & Chisholm Road.

Comments:

Local member’s representative noted that due to the traffic queues, rear end accidents are happening and speeding is not the cause of some crashes. RMS representative noted that the line marking will help to narrow the lanes and streamline the traffic.

Members agreed with the proposal.

Recommendation:

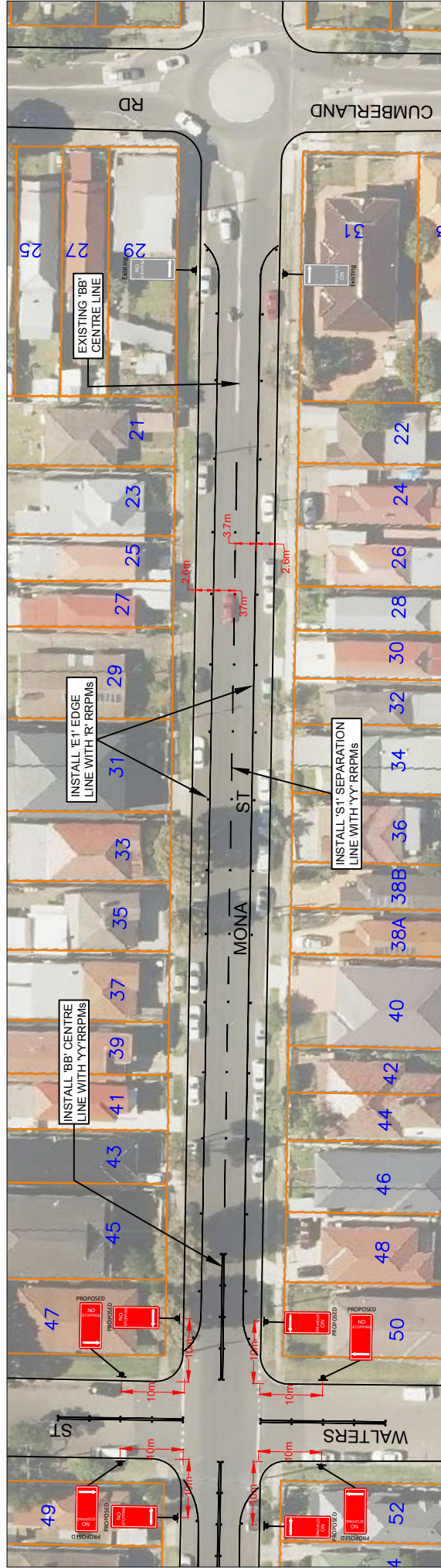
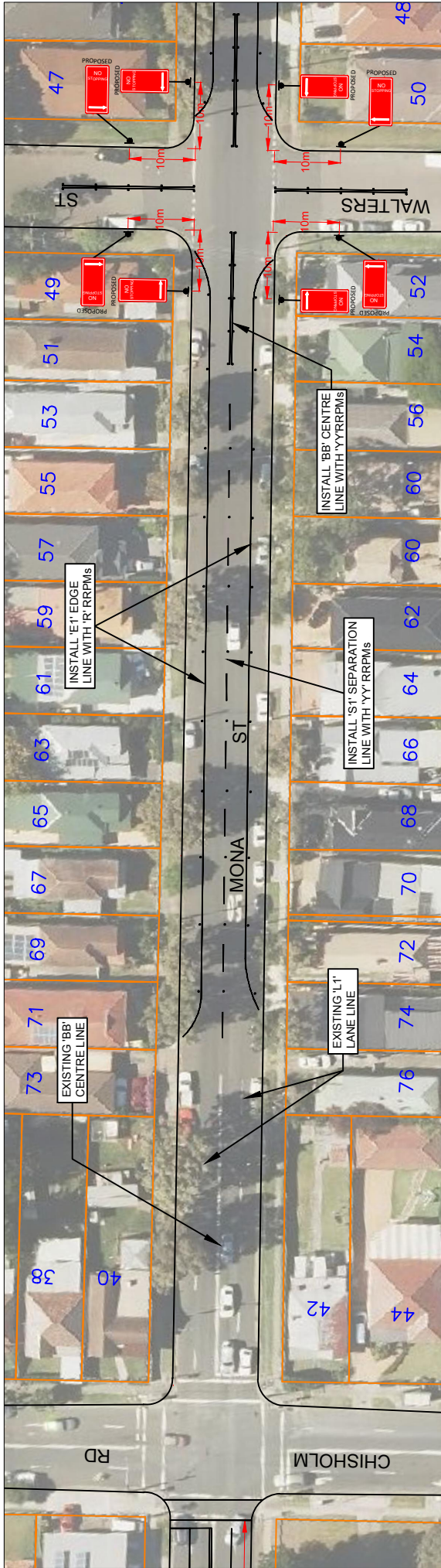
The Cumberland Traffic Committee recommended that:



1. “S1” separation lines be installed in the middle of Mona Street between Cumberland Road & Chisholm Road, as per the Plan No. CTC-19-190.
2. E1 edge lines be installed on both sides of Mona Street between Cumberland Road & Chisholm Road, as per the Plan No. CTC-19-190.

3. 20m “BB” double centre lines be installed at the intersection of Mona Street and Walters Street, as per the Plan No. CTC-19-190.

Attachment:

Plan –Mona Street between Cumberland Road & Chisholm Road, Auburn –
Proposed line marking.



 CUMBERLAND COUNCIL	Sketch Plan No.:	CTC-19-190	TITLE: Proposed Linemarking in Mona Street Between Cumberland Road & Chisholm Road, Auburn	
	File Number:	S2460-04		
	Drawn By:	P.L		
	Date:	23/07/19		
			Scale:	NTS

CTC-19-191 WHALANS ROAD, GREYSTANES – REQUEST TO REMOVE THE RETRO-REFLECTIVE RAISED PAVEMENT MARKERS (RRPM) ON THE ROAD

State Electorate: Prospect
(File No. GS-893-TP/02)

LAC: Cumberland

Summary:

Council has received a request from a resident to remove the RRPMS on Whalans Road due to vehicles driving over the RRPMS and creating noise issues.

This report give details of the investigation in to this matter.

Report:

Council Traffic Committee at its meeting held on 1st November 2017 considered a report regarding proposed speed humps on Whalans Road, Greystanes. Council resolved that:

- 1. The provision of a traffic calming device scheme incorporating speed humps on Whalans Road, Greystanes be approved in principle.*
- 2. The affected resident be consulted and the result reported back to the Traffic Committee with a detailed scheme."*

Following consultation with the residents, the speed humps were not approved as the majority of the residents did not support the proposal.

Subsequently, Cumberland Traffic Committee and Council approved the installation of pavement marking (double barrier (BB) lines and 'E1' edge lines) as part of the traffic calming measures in Whalans Road.

Whalans Road is approximately 1530 m long and runs in an East – West direction between Gipps Road and Cumberland Road.

Whalans Road has a pavement width of 10.3m and after the pavement marking was marked, Whalans Road has 2 travel lanes of 2.85m wide and two parking lanes of 2.3m.

Council has received a request from a resident living in the section between Vernon Street and Cumberland Road to remove the RRPMS due to vehicles driving over the RRPMS and creating noise issues.

Due to the travel lanes being 2.85m wide and the RRPMS is on the outside of the double barrier lines, the resident alleges that vehicles are driving over the RRPMS to stay within the marked travel lane and is creating noise due to the traffic volume (AADT – 2210 vehicles/day).



(Photo of Whalans Road)

Council officers assessed the warrants for the use of RRPMS and observed that the average daily traffic does not meet the normal warrant, however due to the undulating terrain with vertical curves in the road alignment, the driving conditions become hazardous in wet conditions.

Council considered appropriate to install the RRPM's even though the volume warrants are not met.

Comments:

RMS representative indicated that removing the RRPMS may not be safe and Council should not remove.

Members agreed that Council should not remove the RRPMS installed.

Recommendation:

Cumberland Traffic Committee recommended that the retro reflective pavement markers (RRPM) installed with the centre line of Whalans Road, Greystanes not be removed.

Attachment:

Nil