



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 6 February 2024

Time: 3:00 PM - 4.00PM

Location: Shire Hall – Bottlebrush Room
62-64 Menangle Street
Picton NSW 2571

AGENDA

**Traffic Committee Meeting
6 February 2024**

Order Of Business

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	No reports this meeting	

1 REPORTS

1.1 PARKING - INTERSECTION OF ALMOND STREET AND ARGYLE STREET, WILTON - INSTALL 'NO STOPPING' RESTRICTION

File Number: 10623-2#1
Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to install 'No Stopping' restrictions at the south-eastern corner of the intersection of Almond Street and Argyle Street, Wilton to improve sightlines between northbound motorists on Almond Street and westbound motorists turning right from Argyle Street into Almond Street.

RECOMMENDATION

That:

1. A 35m long 'No Stopping' restriction be installed on the east side of Almond Street south of Argyle Street, Wilton as shown in the attached sketch.
2. A 21.5m long 'No Stopping' restriction be installed on the south side of Argyle Street east of Almond Street, Wilton as shown in the attached sketch.

REPORT

Street Name	Almond Street and Argyle Street	Latitude	-34.240566
Suburb	Wilton	Longitude	150.696490
Ward	East	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

As a result of a request from the Wollondilly Shire Council (Council) Ranger Services team, sightlines were assessed at the intersection of Almond Street and Argyle Street, Wilton.

Almond Street and Argyle Street form a modified priority T-intersection where northbound motorists on Almond Street turning right into Argyle Street and westbound motorist on Argyle Street turning left into Almond Street have priority over the opposing manoeuvres.

Road Rules 2014 Reg 200 prohibits heavy and long vehicles (length ≥ 7.5m, weight ≥ 4.5T GVM) from stopping on a length of road in a built-up area for longer than 1 hour. A built-up area means an area in which either of the following is present for a distance of at least 500 metres or, if the length of road is shorter than 500 metres, for the whole road—

- a) buildings, not over 100 metres apart, on land next to the road,
- b) street lights not over 100 metres apart.


Heavy and long vehicles can legally park along Almond Street south of Argyle Street as this section of Almond Street is not a built-up area. However, sightlines are obstructed when these vehicles park close to the intersection of Almond Street and Argyle Street. The proposed installation or parking restrictions will prohibit parking near the intersection to provide adequate sightlines between motorists in accordance with Austroads Guide to Road Design Part 4A.

Consultation

Community consultation regarding this proposal commenced on 6 December 2023 and concluded on 12 January 2024. It involved a mail out to the owner and letterbox drop to the affected properties. This engagement channel directed the community to provide feedback via email or phone call. No responses were received.

Financial Implications

This project is 100% funded by the 2023/24 Regional Road Block Grant.

Prepared by:	Randil Pohorambage 18/01/2024	Senior Traffic Engineer	
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ATTACHMENTS

1. Sketch Plan - Almond Street at Argyle Street, Wilton - Install No Stopping



LINE	TYPE	PATTERN & DIMENSIONS
CONTINUOUS DIVIDING (TWO-WAY BARRIERS) CENTRELINES	(BL3)	[Diagram: Solid line with double arrows]
BROKEN DIVIDING LINE	(BL5)	[Diagram: Dashed line with double arrows]
EDGE LINE	(EL1)	[Diagram: Solid line with arrow]
OUTLINE LINE OF SPLAYS, MEDIAN, ISLANDS AND SHOULDERS	(OL)	[Diagram: Solid line]
BROKEN LANE LINE	(LL0)	[Diagram: Dashed line]
STOP LINE	(TL)	[Diagram: Solid line]
GIVE WAY LINE USED WITH SIGN	(TLB)	[Diagram: Dashed line]
GIVE WAY LINE ON OTHER SIDE	(TLB)	[Diagram: Dashed line]
CONTINUITY LINES	(CL)	[Diagram: Dashed line]
TURNING LINES	(TL)	[Diagram: Dashed line]
PEDESTRIAN CROSSING	(PX)	[Diagram: Zebra crossing pattern]
PIANO KEY	(PK)	[Diagram: Piano key pattern]

MISCELLANEOUS LEGEND	
KERB AND GUTTER	[Diagram: Kerb and gutter symbol]
EDGE OF BITUMEN	[Diagram: Edge of bitumen symbol]
CENTRE LINE	[Diagram: Centre line symbol]
POLES	[Diagram: Pole symbol]
DRAINAGE PITS	[Diagram: Drainage pit symbol]
TREES AND SHRUBS	[Diagram: Tree and shrub symbol]

SIGN & SIGNPOST LEGEND	
INSTALL SIGNPOST	[Diagram: Signpost symbol]
REMOVE SIGNPOST	[Diagram: Signpost symbol]
RETAIN SIGNPOST	[Diagram: Signpost symbol]



ALMOND STREET AT ARGYLE STREET

WILTON

INFRASTRUCTURE OPERATIONS

Install 'No Stopping' at intersection

DATE PLOTTED 04/12/2023

DRAFTED BY RPOHORAMBAGE

Doc No. 1 of 1

NOT TO SCALE

CONCEPT PLAN



NOTE: All signposting and pavement marking to be in accordance with TfNSW Traffic Signs Register, TfNSW Installation and Maintenance of Signs Guide, TfNSW R142/143/145, TfNSW Delineation and Pavement Marking Guide & AS1742. Locate utilities before excavating or digging. Print in A3 colour.

1.2 PARKING - KEABLE CLOSE AT COLDEN STREET, PICTON - INSTALL 'NO STOPPING' RESTRICTION

File Number: 10623-2#2

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to install a statutory 'No Stopping' restriction on both sides of Keable Close east of Colden Street, Picton to discourage motorists from parking within 10m of an unsignalised intersection in contravention of Road Rules 2014 Rule No. 170 Part 13.

RECOMMENDATION

That 10m long 'No Stopping' restrictions be installed on both sides of Keable Close east of Colden Street, Picton as shown in the attached sketch.

REPORT

Street Name	Keable Close	Latitude	-34.169297
Suburb	Picton	Longitude	150.614133
Ward	North	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

As a result of a request from a resident, parking restrictions were reviewed at the intersection of Keable Close and Colden Street, Picton.

Keable Close is a street comprising of residential houses and St Vincent De Paul Family Centre. Being located close to Picton town centre, it experiences a demand for on-street parking, particularly from the patrons of Picton Mall, Council buildings and St Vincent De Paul Family Centre.

Photo evidence submitted by the resident indicates that motorists often park within 10m of the intersection which is hindering sightlines and turning movements at the intersection. The proposed 'No Stopping' restrictions are required to discourage illegal parking within 10m of an unsignalised intersection and improve compliance with Road Rules 2014 Rule No. 170 Part 13.

Note that 'No Stopping' signs are already in place at the Colden Street legs of this intersection.

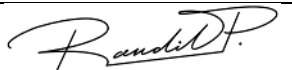
Consultation

Consultation was not undertaken as the proposed restriction is reinforcing Road Rule No. 170 Part 13 which states that:

"A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights..."

Financial Implications

This project is 100% funded by the 2023/24 Regional Road Block Grant.

Prepared by:	Randil Pohorambage 18/01/2024	Senior Traffic Engineer	
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ATTACHMENTS

1. Sketch Plan - Keable Close, Picton - Install No Stopping



LINE MARKING LEGEND		
LINE	TYPE	PATTERN & DIMENSIONS
CONTINUOUS DIVIDING (TWO-WAY BARRIER) CENTRELINES	DL3	[Pattern]
BROKEN DIVIDING LINE	DL5	[Pattern]
EDGE LINE	EL5	[Pattern]
OUTLINE LINE OF SPLAYS, MEDIAN, ISLANDS AND SHOULDERS	OL5	[Pattern]
BROKEN LANE LINE	LL1	[Pattern]
STOP LINE	TL7	[Pattern]
GIVE WAY LINE USED WITH SIGN	TL6	[Pattern]
GIVE WAY LINE ON OTHER SIDE	TL8	[Pattern]
CONTINUITY LINES	CL	[Pattern]
TURNING LINES	TL	[Pattern]
PEDESTRIAN CROSSING	PK	[Pattern]
PIANO KEY	PK	[Pattern]

MISCELLANEOUS LEGEND	
KERB AND GUTTER	[Symbol]
EDGE OF BITUMEN	[Symbol]
CENTRE LINE	[Symbol]
POLES	[Symbol]
DRAINAGE PITS	[Symbol]
TREES AND SHRUBS	[Symbol]

SIGN & SIGNPOST LEGEND	
INSTALL SIGNPOST	[Symbol]
REMOVE SIGNPOST	[Symbol]
RETAIN SIGNPOST	[Symbol]



KEABLE CLOSE AT COLDEN STREET

PICTON

INFRASTRUCTURE OPERATIONS

Install statutory 'No Stopping' restriction

DATE PLOTTED 18/01/2024
DRAFTED BY RPOHORAMBAGE

Doc No. 1 of 1

NOT TO SCALE
CONCEPT PLAN



NOTE: All signposting and pavement marking to be in accordance with TfNSW Traffic Signs Register, TfNSW Installation and Maintenance of Signs Guide, TfNSW R142/143/145, TfNSW Delineation and Pavement Marking Guide & AS1742. Locate utilities before excavating or digging. Print in A3 colour.

1.3 PARKING - SCHARER LANE, PICTON - INSTALL 'NO STOPPING' RESTRICTION

File Number: 10623-2#3

Directorate: Shire Futures

EXECUTIVE SUMMARY

This report seeks approval to extend a No Stopping restriction on the eastern side of Scharer Lane, Picton, to allow two-way traffic movements along the laneway. The works are associated with an industrial development at 2-6 Coull Street, Picton (DA/2016/241/2).

RECOMMENDATION

That the existing 'No Stopping' restriction on the eastern side of Scharer Lane be extended north 60m as shown in the attached sketch.

REPORT

Street Name	Scharer Lane	Latitude	-34.1720102
Suburb	Picton	Longitude	150.6104530
Ward	North	Road Class (admin)	Local Road
SED	Wollondilly	PAC	Camden

DA/2016/241/2 gives development consent for five industrial units and strata subdivision at 2-6 Coull Street (now 2 Scharer Lane), Picton. Condition 10(3) of the development consent requires a parking restriction to be created along the eastern side of Scharer Lane (previously Crakanthorp Lane) from Coull Street along the frontage of the development.

A 'No Stopping' restriction is required along Scharer Lane due to the laneway only having 6.0m in carriageway width. If vehicles park on the eastern side of Scharer Lane, the remaining 4.0m does not allow for two-way vehicular movement. Off street parking for the development will be provided within the development site.

The restriction will be enforced by R5-400 No Stopping signage along the eastern side of Scharer Lane, with a maximum 30m spacing.

Currently there are existing 'No Stopping' restrictions on all 4 legs of the Coull Street/Scharer Lane intersection. These existing signs have been shown on the attached No Stopping Signage plan.

Consultation

There has been no additional consultation with the community outside of the standard Development Application process. Council has been in contact with the Developer regarding the matter.

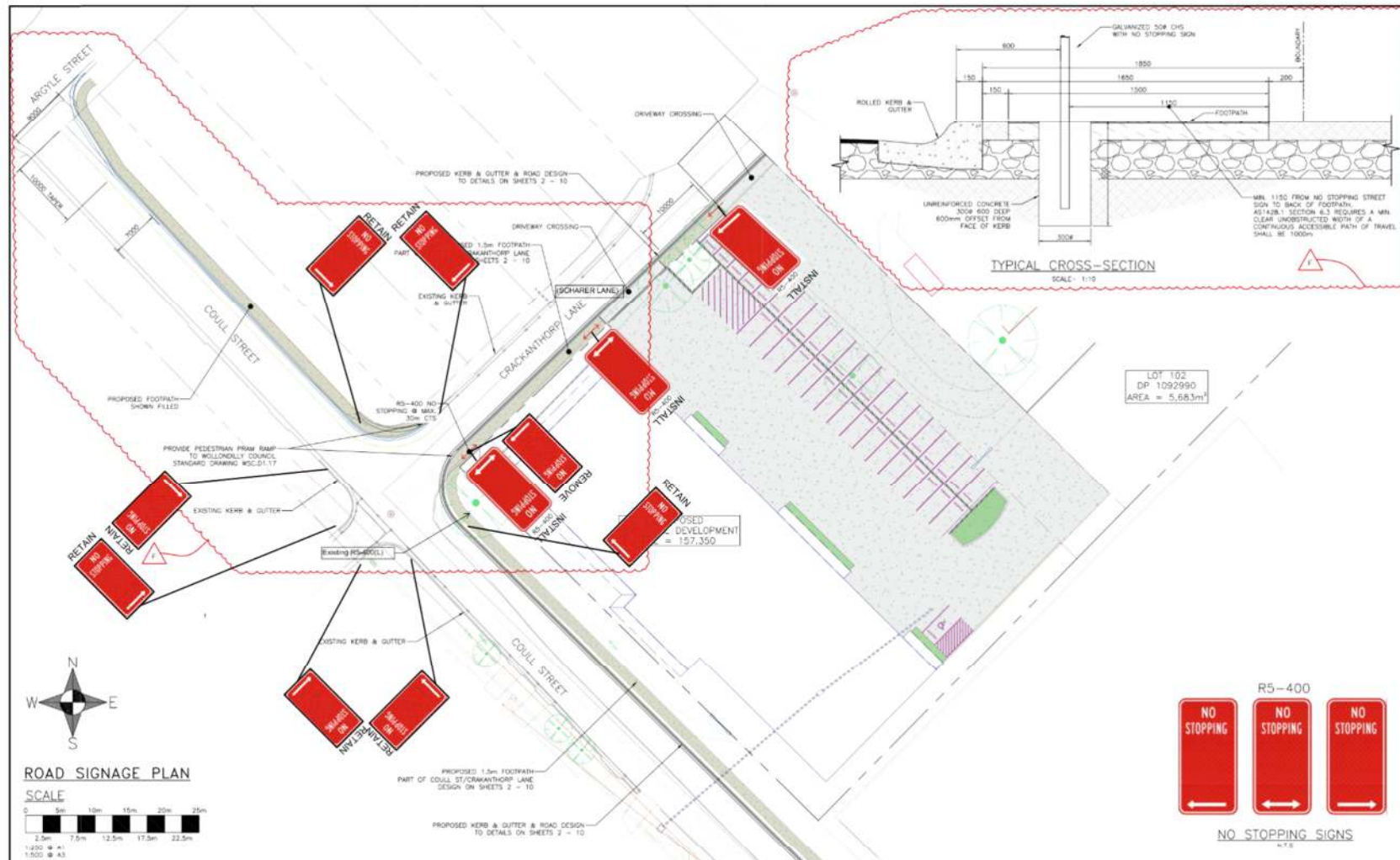
Financial Implications

Works are to be paid for by the developer with no financial cost to Council.

Prepared by:	David Clark 11/01/2024	Development Engineer (Graduate)
Checked by:	Mohammad Salam 11/01/2024	Acting Development Engineering Team Leader

ATTACHMENTS

1. **Scharer Lane - No Stopping Plan**
2. **DA.2016.241.2 - Condition 10(3)**



F	UPDATED ROAD SIGNAGE PLAN	29/11/23	CM
E	ROAD SIGNAGE PLAN ADDED	24/11/23	CM
D	REVISE CUT & FILL PLAN AND FOOTPATH PLAN AS PER CLIENTS REQUEST	13/11/2023	AR
C	DESIGN REVISED	9/11/2023	AR
REV	AMENDMENTS	REV DATE	INITIALS
A1	SCALE: AS SHOWN ON SHEET	DATE: 21/08/2023	



D & M CONSULTING
CIVIL AND STRUCTURAL ENGINEERS
SHOP 1 & 2,
16 MITCHELL STREET, CAMDEN
PH (02) 4647 4014
EMAIL: engineer@dmceng.com.au

PROJECT: CIVIL DESIGN FOR PROPOSED INDUSTRIAL DEVELOPMENT	SHEET: 28/28	DWG. NO: 220082	DESIGNED: A/B DRAWN: AR CHECKED: A/B
ADDRESS: LOT 102, DP 1092990 2 - 6 COULL ST P/ON	CERTIFIED DESIGNED IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS SIGNED & APPROVED: N.YABSLEY B.E.(MIEAust NER) PEng		
CLIENT: DUL PROJECT MANAGEMENT P/L			

- (2) Provision shall be made for vehicles to access and leave the site in a forward direction. A manoeuvring area for any loading bay shall be provided suitable for the expected delivery and service vehicles accessing the site. Details and turn path simulations shall be shown on the Engineering Design plans for approval.

Condition 9(3) modified on 14 January 2023 under DA/2016/241/2 pursuant to s4.55 of the EP&A Act.

- (3) ~~Provision shall be made for thirty four (34) carparking spaces measuring not less than 2.6m x 5.5m. Spaces are to be constructed and marked in accordance with Wollondilly Shire Council's Design and Construction Specification.~~

Provision shall be made for a minimum thirty-four (34) carparking spaces measuring not less than 2.6m x 5.5m. The carparking spaces and manoeuvring areas must be provided as generally shown in the concept plans 220082 prepared by D&M Consulting and MOD-000-100-A prepared by Tecton Group.

- (4) Provision shall be made for one additional (1) carparking space reserved for people with mobility impairment in accordance Australian Standard AS/NZS 2890.6. – Parking facilities – Off-street parking for people with disabilities. This space shall be configured as required by AS/NZS 2890.1 – Parking facilities – Off-street car parking and shall be appropriately signposted and marked on the pavement.

10. PUBLIC ROADS

These conditions have been imposed to ensure all public works required by the development are provided to an adequate standard.

- (1) Provision of roll profile kerb and gutter and sealed road shoulder from the edge of existing bitumen to the lip of the gutter along the Coull Street frontage of the proposed development to conform to a 9 metre road carriageway. All works shall be to Council's Design & Construction Specifications.
- (2) Provision of roll profile kerb and gutter and sealed road shoulder from the edge of existing bitumen to the lip of the gutter shall be constructed along the Crakanthorpe Lane frontage of the proposed development to conform to the Category B Minor Cul-de-sac 6 metre road formation. All works shall be to Council's Design & Construction Specifications.
- (3) A parking restriction shall be created along the Crakanthorpe Lane to restrict the parking of vehicles adjacent to the development by installing R5-400 No Stopping signs along the eastern side of the lane from the proposed vehicle access to the intersection with Coull Street.
- (4) The person or entity having the benefit of this consent shall, at no cost to Council, dedicate 4m x 4m splay corner at the junction of Coull St and Crakanthorpe Lane as public road in order to ensure intersection sight lines can be maintained.
- (5) The person or entity having the benefit of this consent shall, at no cost to Council, construct a full verge width concrete pathway, from the back of the new kerb and gutter to the development property boundary, along the frontage of Crakanthorpe Lane.

1.4 TRAFFIC MANAGEMENT - GREENBRIDGE DRIVE AT MALONEY CHASE, WILTON - INSTALL LINEMARKING

File Number: 10623-2#4

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to install edge and centre linemarking to delineate the intersection of Greenbridge Drive at Maloney Chase, Wilton and improve safety.

RECOMMENDATION

That:

1. A 20m long continuous dividing (two-way barrier) centrelines (BL2) be installed on Greenbridge Drive west of Maloney Chase, Wilton as shown in the attached sketch.
2. A 68m long continuous dividing (two-way barrier) centrelines (BL2) be installed on Greenbridge Drive east of Maloney Chase, Wilton as shown in the attached sketch.
3. A 13.5m long edge line (EL1) be installed on the south side of Greenbridge Drive at the westbound approach to Maloney Chase, Wilton as shown in the attached sketch.

REPORT

Street Name	Greenbridge Drive at Maloney Chase, Wilton	Latitude	-34.230049
Suburb	Wilton	Longitude	150.689903
Ward	East	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

As a result of report from residents regarding motorist speeding around the bend and mounting the kerb of Greenbridge Drive at Maloney Chase, Wilton, safety was reviewed at this location.

Greenbridge Drive east of Maloney Chase is 11m wide. The kerb alignment on the north side and a 1.9m wide kerb extension on the south side of Greenbridge Drive at Maloney Chase narrows the width of Greenbridge Drive to 7.4m at Maloney Chase. This sharp transition in the road creates a horizontal deflection for motorists. Council received reports of a motorist who failed to negotiate the bend and mounted the kerb.


A ball bank indicator test indicated that the curve is not a substandard horizontal curve. Therefore, additional signage and an advisory speed limit is not required. However, the proposed BL2 lines will delineate and increase visibility of the intersection and bend from a distance. It will also reduce 'corner cutting' and entry/exit speeds of the street. The EL1 line will delineate the kerb extension to guide motorists past the horizontal deflection on the road.

Consultation

The community was not consulted about this proposal as there is no loss of parking outside residential properties.

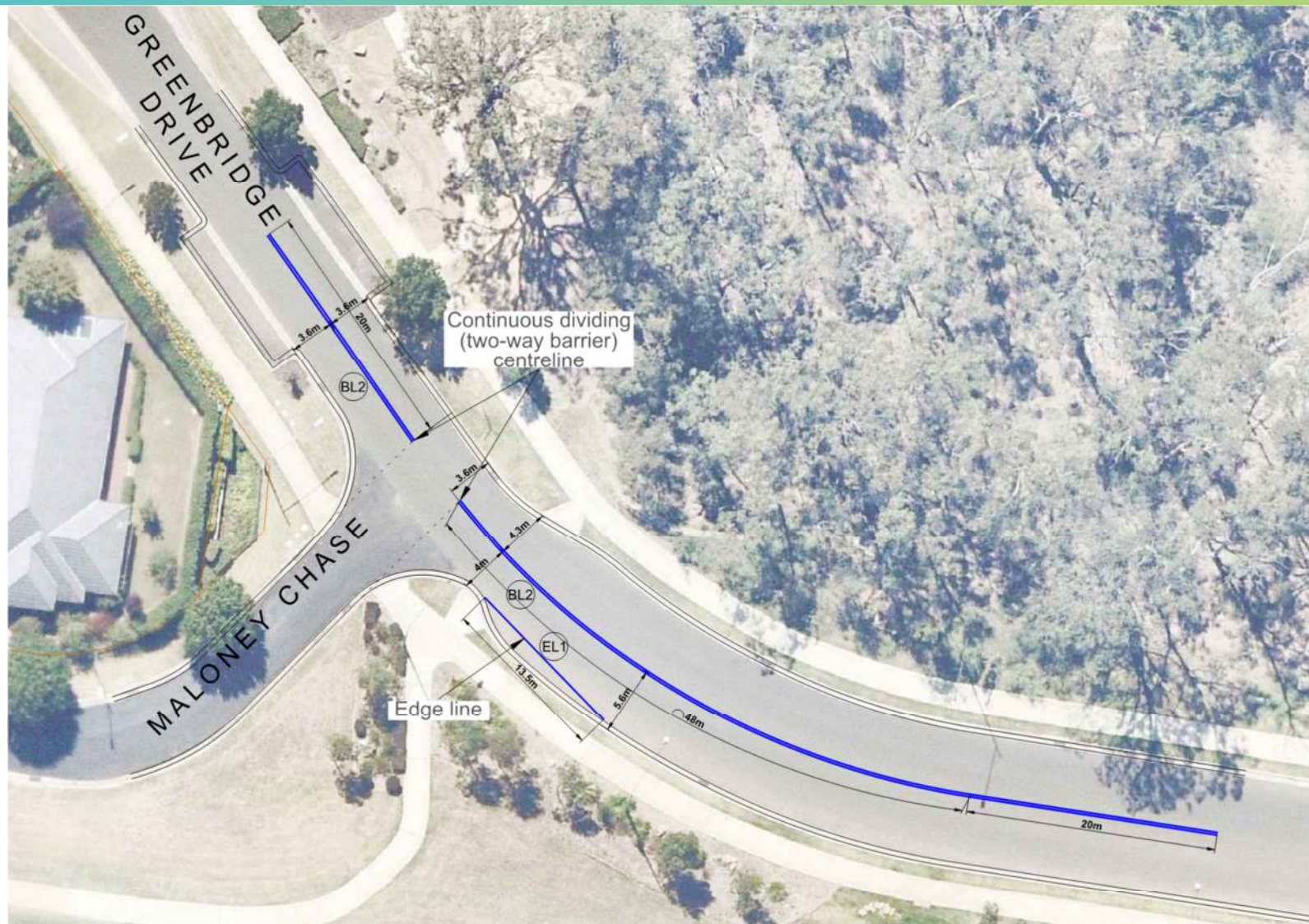
Financial Implications

This project is 100% funded by the 2023/24 Regional Road Block Grant.

Prepared by:	Randil Pohorambage 23/01/2024	Senior Traffic Engineer	
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ATTACHMENTS

1. **Sketch - Greenbridge Drive, Wilton - Install BL1 and EL1 centre and edge lines**



LINE MARKING LEGEND		
LINE	TYPE	PATTERN & DIMENSIONS
CONTINUOUS DIVIDING (TWO-WAY BARRIER) CENTRELINES	BL2	
BROKEN DIVIDING LINE	DL3	
EDGE LINE	EL3	
OUTLINE LINE OF SPLAYS, MEDIAN, ISLANDS AND SHOULDERS	OL3	
BROKEN LANE LINE	LL3	
STOP LINE	TL	
GIVE WAY LINE USED WITH SIGN	TD	
GIVE WAY LINE ON OTHER SIDE	TD	
CONTINUITY LINES	CL	
TURNING LINES	TL	
PEDESTRIAN CROSSING	PX	
PIANO KEY	PK	

MISCELLANEOUS LEGEND	
KEYS AND GUTTER	
EDGE OF BITUMEN	
CENTRE LINE	
POLES	
DRAINAGE PITS	
TREES AND SHRUBS	

SIGN & SIGNPOST LEGEND	
INSTALL SIGNPOST	
REMOVE SIGNPOST	
RETAIN SIGNPOST	



GREENBRIDGE DRIVE at MALONEY CHASE

WILTON
INFRASTRUCTURE
OPERATIONS

Improve delineation at the intersection

DATE PLOTTED	22/01/2024
DRAFTED BY	RPOHORAMBAGE

Doc No.
1 of 1
NOT TO SCALE
CONCEPT PLAN

NOTE: All signposting and pavement marking to be in accordance with TfNSW Traffic Signs Register, TfNSW Installation and Maintenance of Signs Guide, TfNSW R142/143/145, TfNSW Delineation and Pavement Marking Guide & AS1742. Locate utilities before excavating or digging. Print in A3 colour.

2 GENERAL BUSINESS

No reports this meeting