

# LOCAL TRAFFIC COMMITTEE

Minutes of Meeting  
Held at Wollondilly Shire Council Chambers  
62-64 Menangle Street, Picton 2571  
2:00pm Wednesday 18 July 2018

The meeting was chaired by Norma Toweel and was declared open at 2:08pm.

**Present**

Norma Toweel	Acting Infrastructure, Strategy & Planning Manager/ Delegate (in the absence of a Wollondilly Shire Councillor
Jayd Marsh	Roads and Maritime Services (RMS)
Marcus Cotton	Campbelltown Police (Appin)
Mick Tanner	Camden Police
Stephen Burridge	Busabout
Stephen Grady	Busways
Choong Yam	Senior Traffic Engineer
Tracey Collier	Administrative Support
Ian Berthon	Engineer

**Apologies**

Judith Hannan	Mayor - Wollondilly Shire Council
Cr Robert Khan	Deputy Mayor – Wollondilly Shire Council
Cr Blair Briggs	Alternate Delegate - Wollondilly Shire Council
Jai Rowell, MP	State MP
Mike Nelson	Alternate Delegate in the absence of a Wollondilly Shire Councillor
Matthew Shirvington	Penrith Police
Stephen Page	St Marys Police (Warragamba/Silverdale)
Chris Moule	Picton Buslines

**ITEMS DISCUSSED**

All items were moved concurrently

**Resolved unanimously by the committee:**

**That Council resolve to adopt the Recommendations of the Local Traffic Committee as follows:**

**1. Broughton Pass Bridge – Load Testing Assessment**

52

Trim 1598

**EXECUTIVE SUMMARY**

Request to implement additional warning signs to advise the maximum load capacity of Broughton Pass Bridge to the maximum permissible gross combination mass of 44 tonnes.

**ATTACHMENTS:**

1. Site map indicating the aerial view of the bridge at Broughton Pass.
2. Image looking west on to Broughton Pass Bridge.

**RECOMMENDATION**

That no additional warning signs are required on the Broughton Pass Bridge on the fact that all HV not greater than 15m in length would be under 44T in gross mass.

**Actions: No objections**

**Comments:** Norma spoke as to advice of vehicles with a 15m length limit and 12T weight limit on the road leading up to the bridge. She asked if there is a reason to have a 44T limit sign for the bridge or if this create confusion, and if there was vehicle on the market that is heavier than 44T but shorter than 15m. Mick Tanner confirmed a vehicle of 44T wouldn't be under 15m in length.

2. **Turner Street and Bell Street, Thirlmere – Proposed 150m of BB type centre line marking on section of road**

52

Trim 1598

**EXECUTIVE SUMMARY**

Request to implement about 150m BB type centre line marking along section of Turner Street – Bell Street, Thirlmere.

**ATTACHMENTS:**

3. Site map indicating the extent of the proposed BB type centre line marking along Turner Street to Bell Street, Thirlmere.

**RECOMMENDATION**

That Council approve the installation of BB type centre line marking as shown in attachment 3 of this report.

**Actions: No objections**

**Comments:** Norma mentioned that several complaints about this intersection have been received now that a retirement village is on the corner and there is increased traffic. Norma confirmed that Council have put in a request to extent the 50kmph zone to include this intersection. Norma confirmed with Jayd that this is a separate issue to what was raised for the Rita Street development. Choong replied that the road is about 7m so wide enough.

3. **University of Sydney (Camden Campus) at Werombi Road, Brownlow Hill – Proposed Traffic Management on Werombi Road and improvement to pedestrian safety**

52

Trim 1093

**EXECUTIVE SUMMARY**

The purpose of this report is to consider a proposal by the University to improve road safety and prevent on-street parking arrangement on Werombi Road, Brownlow Hill along the frontage of the University of Sydney (Camden Campus).

**ATTACHMENTS:**

4. Design plans for the treatment options
5. Design Concept Report prepared by the Transport Planning Partnership

**RECOMMENDATION**

It is the recommendation of the Local Traffic Committee that 'No Stopping' signs be installed on both sides of Werombi Road, restricting on-street parking at this location.

**Actions:** Write back to university requesting information on onsite parking utilisation. It is the recommendation of this committee that it should be no stopping both sides and on-street parking should not be permitted in the area.

**Comments:** Choong gave an overview of the report and discussions were held on both options, and subsequent alternative proposal to remove the risk of incidents happening between parked cars and the through traffic on Werombi Road.

**GENERAL BUSINESS**

- RMS Report – NIL
- Police Report

**Signage on Bridge Street**

Mick Tanner has received requests from Highway Patrol for increased signage on Bridge Street, Picton to reinforce the speed limit repeaters. Jayd Marsh stated that Council can do this if they're only repeaters that are reinforcing the 60 zone. Council to action the installation of repeater 60 speed zone signs

**Wilton Public School children crossing**

Mick Tanner advised that he carried out some enforcement of school zone speeds at Wilton Public School recently. There were a lot of issues raised from parents not aware that it was a school crossing as the flags were not installed. Jayd Marsh mentioned that usually there is an agreement with the School. Jayd Marsh said that she would follow this. Mick asked Jayd to inform the committee of her progress.

- Council

**Installation of Train Station Signs**

Choong tabled the maps and designs provided by Intercity Rain Park, and put them to the Committee for their information and asking for their comments. The Committee noted the signage and locations. Ian Berthon mentioned with respects to the Tahmoor signage that there is more parking on the opposite side of the station to what is pictured also. Norma asked if we would have to do the installation. Choong responded that we would not. Mick Tanner highlighted that on the Menangle Road image that there is also a weight limit sign next to it. Norma stated that Council would respond to Intercity stating that we approved subject to the view not impeding any current signage.

**ATTACHMENTS:**

6. Intercity Rail Park and Ride Document Extract showing maps and designs

**Pedestrian Crossing on Progress Street, Tahmoor**

Norma brought up that there had been several complaints from local residents wanting a pedestrian crossing on Remembrance Drive near Progress Street. Choong/Jayd discussed that this does not meet standards but we could look at making a pedestrian refuge and having the two lanes either side funnel into one. The detailed design was being looked at now and a report prepared for the Traffic Committee upon completion later in the year. Norma asked Jayd about funding options. Jayd advised that Active Transport funding has opened for the 19/20 financial year and that Council could apply for funding through this program.

**Cedar Creek Road Bridge**

Ian Berthon passed around a plan and location map for the Cedar Creek Road Bridge Replacement Design. The item was put forward as an informal discussion for the committee's comments. The road would likely be closed for 2 weeks during construction. Marcus Cotton asked if it would create extra traffic on Mulhollands Road? His concern was that as Mullholland Road is not very wide, some work would need to be done to accommodate the extra traffic. Ian said that the alternative is to go via Mowbray Park Road. Norma asked about the volume of traffic. Choong said that there was not a huge traffic amount. Jayd asked what the speed zone was. Norma told the committee it was 80km. Jayd said that maybe lowering the speed to 60km during the construction period would help mitigate issues with the road. Marcus thinks it would

need to be lower as it is a rural road with a drop side on it. Norma said that we would be looking at options. Stephen Burrige reminded Norma to liaise with Chris Moule about this in case of any Picton Buslines bus route. Ian to note comments of the committee when reviewing road closures and detour routes.

**ATTACHMENTS:**

7. Detour map

**Picton Bypass**

RMS will carry out planning and investigations works for a bypass of Picton between the Old Hume Highway and Picton Road. Community consultation will be carried out later in 2018.

**Congestion at Picton Road/Freeway Exit**

Marcus Cotton said he has noticed the freeway exit coming on to Picton Road towards Wollongong is becoming increasingly congested. He is concerned that coming off a 110km zone is quite dangerous. Jayd mentioned that this could be because of a change in traffic signals to fix congestion issues the other side. Jayd will mention it to the team for them to adjust and said it's a matter of trying to find the right balance. The previous issue was that the right turn into Sydney couldn't handle the traffic building up. Mick Tanner said this was something to consider as the area gets bigger to alleviate any dramas down the track and confirmed that the whole intersection can be very busy, and both morning and evening it can be bumper to bumper. Choong suggested a metal box will stop this. Mick asked what the current works happening there was form. Both Norma and Jayd confirmed this was related to lighting. Marcus mentioned when 700 more houses go up there were plans to change the whole thing. Jayd said there were plans she was not sure where they are up to.

**Blaxland Crossing**

Norma provided an update on Blaxland Crossing. She said that it was going very well. The 40kmph signs are coming down very soon. They are currently replacing barriers, some of them being done this weekend. One more weekend to go then the 40 sign is being removed.

**CLOSING**

There being no further business, the Local Traffic Meeting was declared closed at 4:05pm



**Attachment 1**

Aerial view of Broughton Pass Bridge



Attachment 2



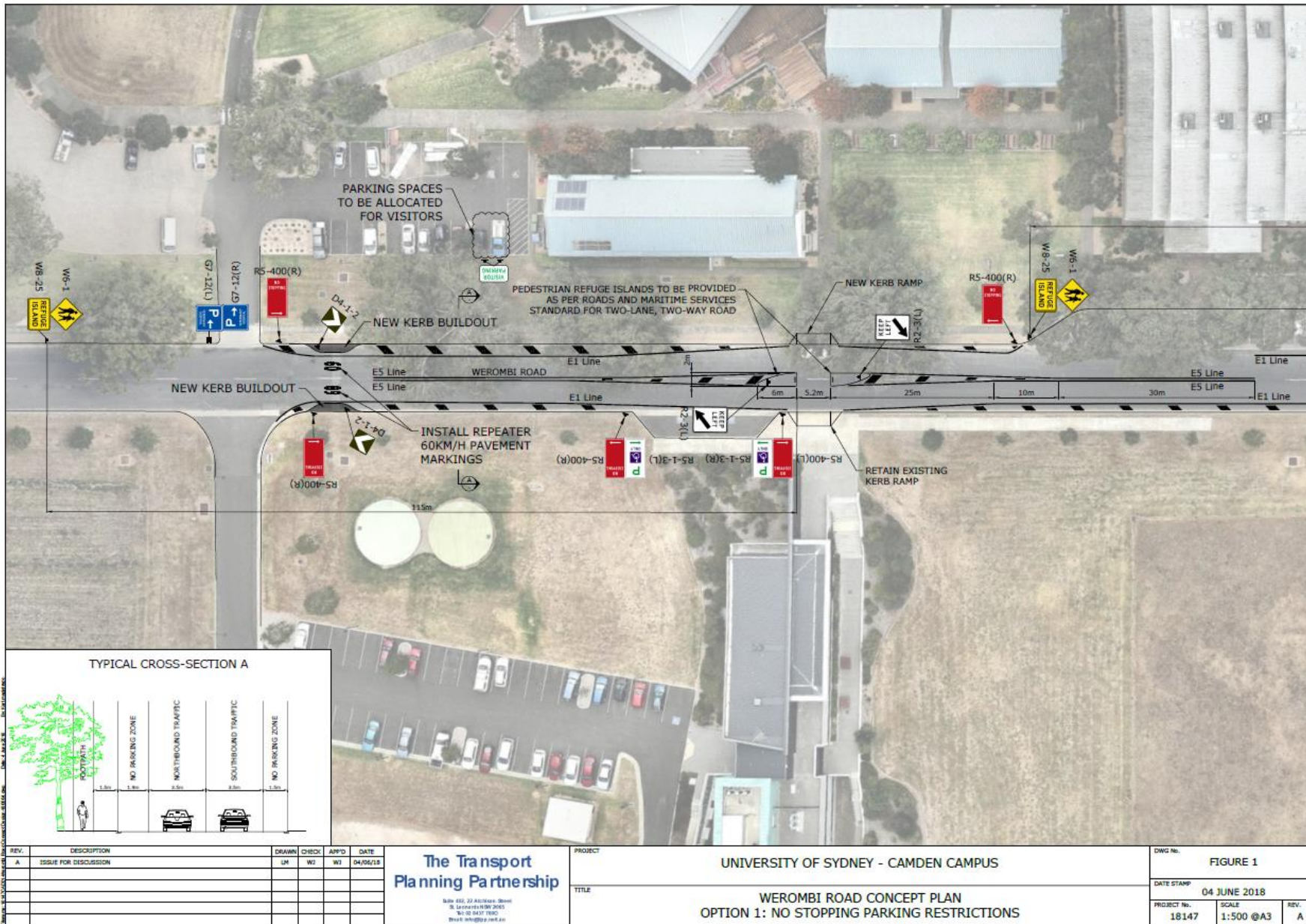
Looking west on to Broughton Pass Bridge

Attachment 3



Proposed BB Type centre line marking on section of Turner Street – Bell Street

Attachment 4



Attachment 4



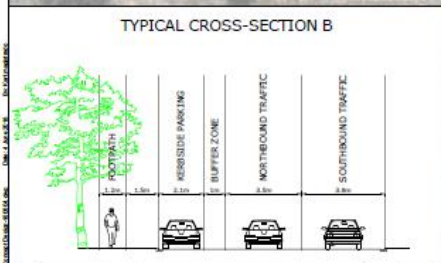
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	LM	WJ	WJ	04/06/18

**The Transport Planning Partnership**  
 Suite 410, 22 Anderson Street  
 St Leonards NSW 2065  
 Tel: 02 9437 3300  
 Email: info@tpp.net.au

PROJECT: UNIVERSITY OF SYDNEY - CAMDEN CAMPUS  
 TITLE: WEROMBI ROAD CONCEPT PLAN  
 OPTION 1: NO STOPPING PARKING RESTRICTIONS

DWG No.	FIGURE 2		
DATE STAMP	04 JUNE 2018		
PROJECT No.	SCALE	REV.	
18147	1:500 @A3	A	

Attachment 4



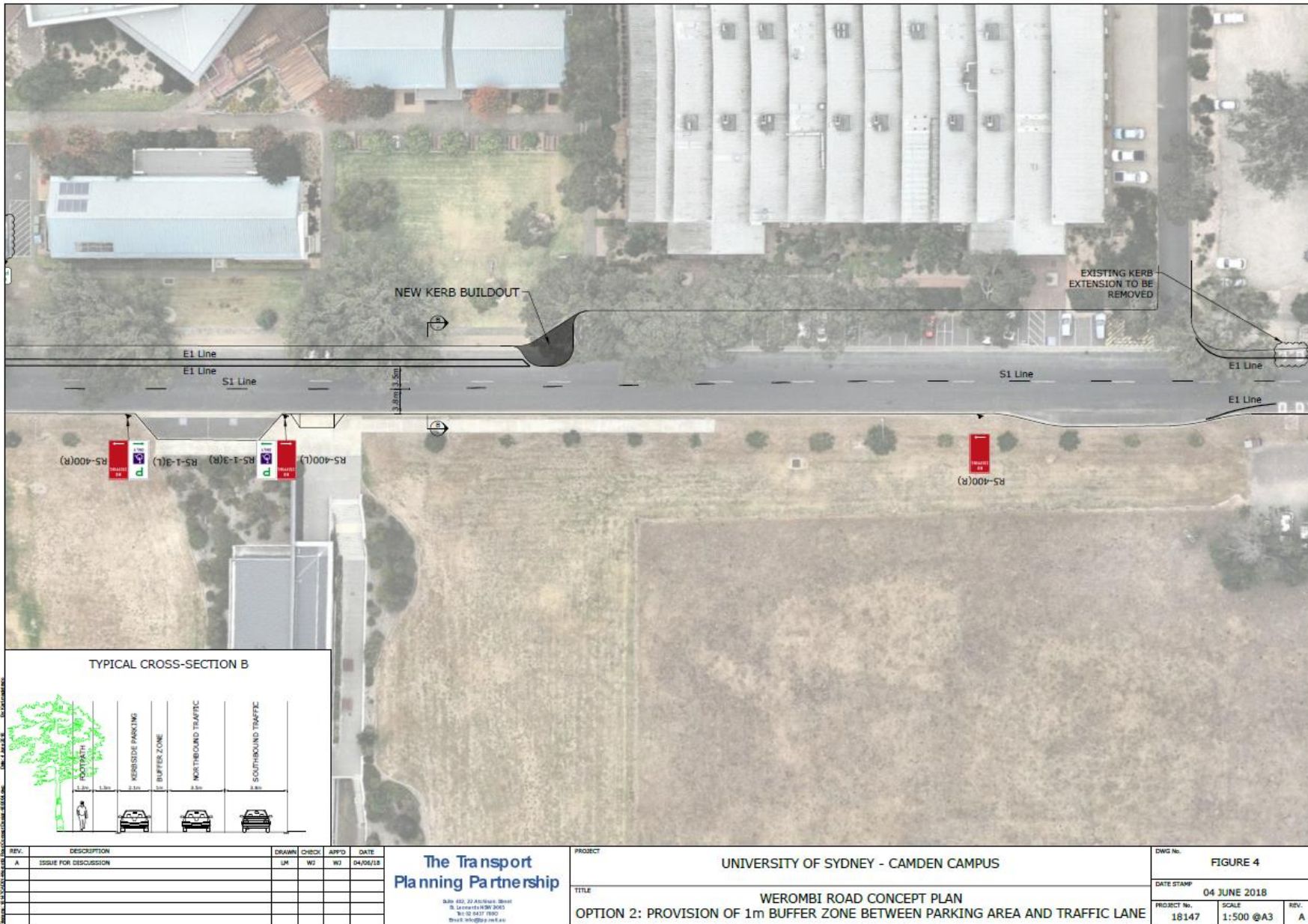
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	LM	WJ	WJ	04/06/18

**The Transport Planning Partnership**  
 Suite 402, 22 Adelaide Street  
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PROJECT: UNIVERSITY OF SYDNEY - CAMDEN CAMPUS  
 TITLE: WEROMBI ROAD CONCEPT PLAN  
 OPTION 2: PROVISION OF 1m BUFFER ZONE BETWEEN PARKING AREA AND TRAFFIC LANE

DWG No. FIGURE 3  
 DATE STAMP: 04 JUNE 2018  
 PROJECT No. 18147  
 SCALE: 1:500 @A3  
 REV. A

Attachment 4



Attachment 4



Attachment 4





Attachment 4



Attachment 4



Attachment 4





Our Ref: 18147

11 July 2018

The University of Sydney  
22 Codrington Street  
DARLINGTON NSW 2006

**Attention: Mr Mark Moeller**

Dear Mark,

**RE: THE UNIVERSITY OF SYDNEY – CAMDEN CAMPUS  
WEROMBI ROAD CONCEPT DESIGN**

As requested, please find herein The Transport Planning Partnership (TPP) review of the existing configuration of Werombi Road at The University of Sydney Camden Campus.

### **Background**

The University of Sydney recently received an incident report concerning on-street kerbside parking on Werombi Road. The report stated that a truck travelling northbound on Werombi Road collided with an open car door of a car parked on the western side of Werombi Road. The on-street parking area is located in front of the Avian, Reptile and Exotic Pet Hospital, as shown in Figure 1.

TPP staff carried out a site inspection on 15 May 2018 during which it was observed that there is a significant number of heavy vehicle movements on Werombi Road. It was also observed that there are limited traffic calming measures present on Werombi Road to control traffic speeds and provide pedestrian protection. These conditions are considered to be hazardous to motorists parking on Werombi Road and pedestrians crossing Werombi Road.

TPP has undertaken a review of the existing road configuration and proposes measures to mitigate the identified deficiencies. The proposed design, as prepared in-line with Australian Standards and guidelines by Austroads and Roads and Maritime Services, is presented herein.



**Existing Conditions**

The University of Sydney Camden Campus is located about four kilometres north-west of Camden town centre. The campus houses teaching and research facilities, farms and accommodation units for Veterinary Science and Agriculture students and researchers.

Werombi Road is a two-lane two-way undivided rural road that traverses the campus. Within the site vicinity, it has a carriageway width of 10.4 m and north-south alignment. A 60 km/h speed limit applies on the section of Werombi Road, and is signposted as such around 500 m to the north and south of the study area.

University staff, students and visitor car parking is located on the western side of Werombi Road in the form of 90-degree angle parking in front of the Veterinary Bioscience Research Building. Opposite this parking area is a bus stop that serves bus route no. 32 which connects Camden and Warragamba. Off-street parking is also provided south of the Avian, Reptile and Exotic Pet Hospital.

Pedestrian refuge islands are provided to the north of the Veterinary Bioscience Research Building and adjacent to Nepean Hall.

An aerial map showing the study area and its surrounds is given in Figure 1.

**Figure 1: Kerbside Parking Location**



Basemap Source: Nearmap



### Identified Issues

During the site inspection, a number of traffic issues were identified relating to the current road configuration and kerbside parking arrangement. These issues are detailed as follows:

- Werombi Road carries a significant number of heavy vehicle movements and there are limited traffic calming measures present to control traffic speeds and protect pedestrians crossing between campus buildings (on either side of Werombi Road).
- There is a lack of signage on Werombi Road to control on-street parking. Similarly, there is inadequate warning signage for motorists to be cautious of pedestrian activity in the area.
- There is a low turn-over of on-street parking on Werombi Road. Unlike urban areas where kerbside parking turn-over is high, motorists perceive traffic lanes to be wider in areas with low on-street parking turn-over which encourages higher travel speeds along the Werombi Road despite the signposted 60 km/h speed limit.
- The carriageway width of Werombi Road measures 10.4m which cannot sufficiently accommodate truck movements and on-street parking on both sides of the road.

Where kerbside parking is to be provided on both sides of the road, a minimum carriageway width of 11.6m is required as well as the following dimensional requirements:

- Desirable lane width of 3.5 m on rural roads based on *Austrroads Guide to Road Design Part 3: Geometric Design 2016*
- Minimum on-street parking space width of 2.3 m for light vehicles as per *Australian Standard 2890.5 – 1993 Parking Facilities: On-street parking*.

In light of the abovementioned concerns, TTPP proposes mitigation strategies that could be implemented on Werombi Road to improve the safety of road users at this location. These are detailed in the following section.

### Proposed Mitigation Measures

It is recommended to provide on-street parking on the western side of Werombi Road (at the frontage of the Wildlife Health and Conservation Centre) with the appropriate traffic lane width and a buffer zone between the traffic lane and on-street parking. The features of the proposed design are described below.

#### On-Street Parking

A kerbside parking lane measuring 2.3 m in width is proposed on the western side of Werombi Road. This is in-line with the minimum design requirement as set out in AS 2890.5. On the eastern side of Werombi Road, 'No Stopping' signage is proposed to avoid parking on this side of the road.

The design includes the provision of a 1.0 m buffer zone between the traffic lane and parking lane to accommodate people getting in/out of parked vehicles. The buffer zone will also provide additional manoeuvring area for motorists while parking. The provision of a buffer zone would reduce the risk of conflict between parked vehicles and passing traffic.



Kerb build-outs (also referred to as blister islands) are proposed at the start and end of the on-street parking area. This would give the effect of the kerbside parking being indented from the adjacent traffic lane. The northern kerb build-out would provide a physical separation between the kerbside parking and 90-degree angle parking in front of the Wildlife Health and Conservation Centre.

**Traffic Lanes**

This proposed arrangement includes one traffic lane in each direction having a width of 3.5 m and 3.6 m (combined width of 7.1 m) which is sufficient for roads carrying heavy vehicle traffic. The road centreline would be realigned slightly to the east (approximately 1.4 m) to accommodate the kerbside proposed parking lane and buffer zone.

**Traffic Calming**

Edge line marking is to be provided on both sides of the traffic lanes to indicate 3.5 m and 3.6 m lane widths. Currently, traffic lanes on Werombi Road measure around 5.2 m in width in both directions which is measured to the edge of the carriageway (ie. no edge line marking). By narrowing the traffic lanes (from 5.2 m to 3.5 m-3.6 m), motorists on Werombi Road would be inclined to reduce their travel speed creating a safer space for all road users at this location.

**Off-Street Parking**

Signage is to be provided at the entry driveway to the Pet Hospital to encourage use of the off-street parking areas by university staff and students. Two spaces would be provided in the car park for visitor parking.

Incorporating the design measures above, Werombi Road would have a new cross-section as shown in Figure 2. Aerial plans indicating the proposed mitigation measures along the study area are provided in Figure 3 and Figure 4.

A3 plans showing the concept design on Werombi Road are provided in Attachment One.

**Figure 2: Proposed Werombi Road Cross-Section**

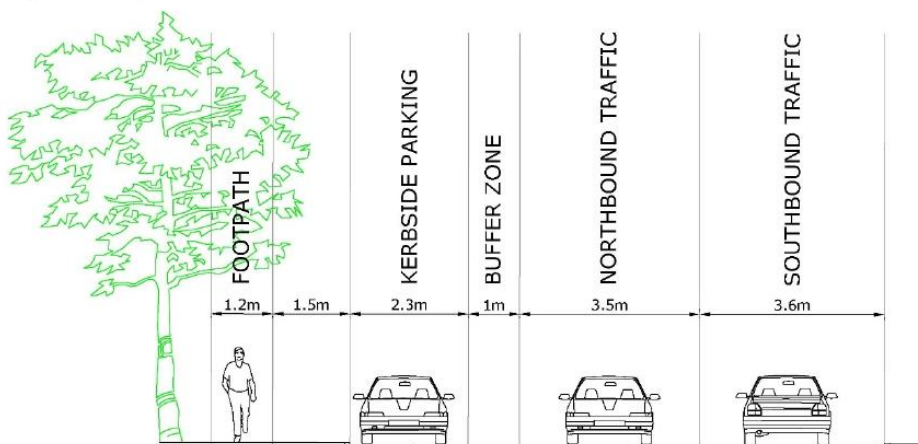




Figure 3: Proposed Design – Northern End







Figure 4: Proposed Design – Southern End



**Summary and Recommendation**

TTPP has reviewed the existing arrangement of Werombi Road near the University of Sydney Camden Campus and has identified a number of safety concerns which compromise the safety of road users at this location. The findings of the site inspection and recommendations to mitigate such issues are detailed in this letter.

TTPP suggests a combination of effective measures to address the conflict present between through traffic parked vehicles on Werombi Road. The suggestions are low-cost solutions which would have minimal impact on the existing kerbside parking capacity.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'W Johnson'.

**Wayne Johnson**  
Associate Director



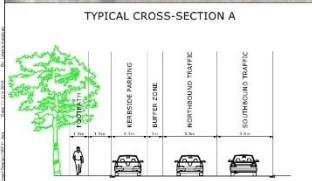
# Attachment One

## Concept Design Drawings

**Attachment 5**



Attachment 5



REV. #	DESCRIPTION	DRAWN		CHECK		APP'D		DATE
		LN	SE	WT	WT			

**The Transport Planning Partnership**  
Units 405, 20 Mitchell Street  
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PROJECT	UNIVERSITY OF SYDNEY - CAMDEN CAMPUS
TITLE	WEROMBI ROAD CONCEPT PLAN PROVISION OF 1m BUFFER ZONE BETWEEN PARKING AREA AND TRAFFIC LANE

DWG No.	FIGURE 2
DATE STAMP	11 JULY 2018
PROJECT No.	18147
SCALE	1:500 @A3
REV.	A

# INTERCITY RAIL

## PARK AND RIDE

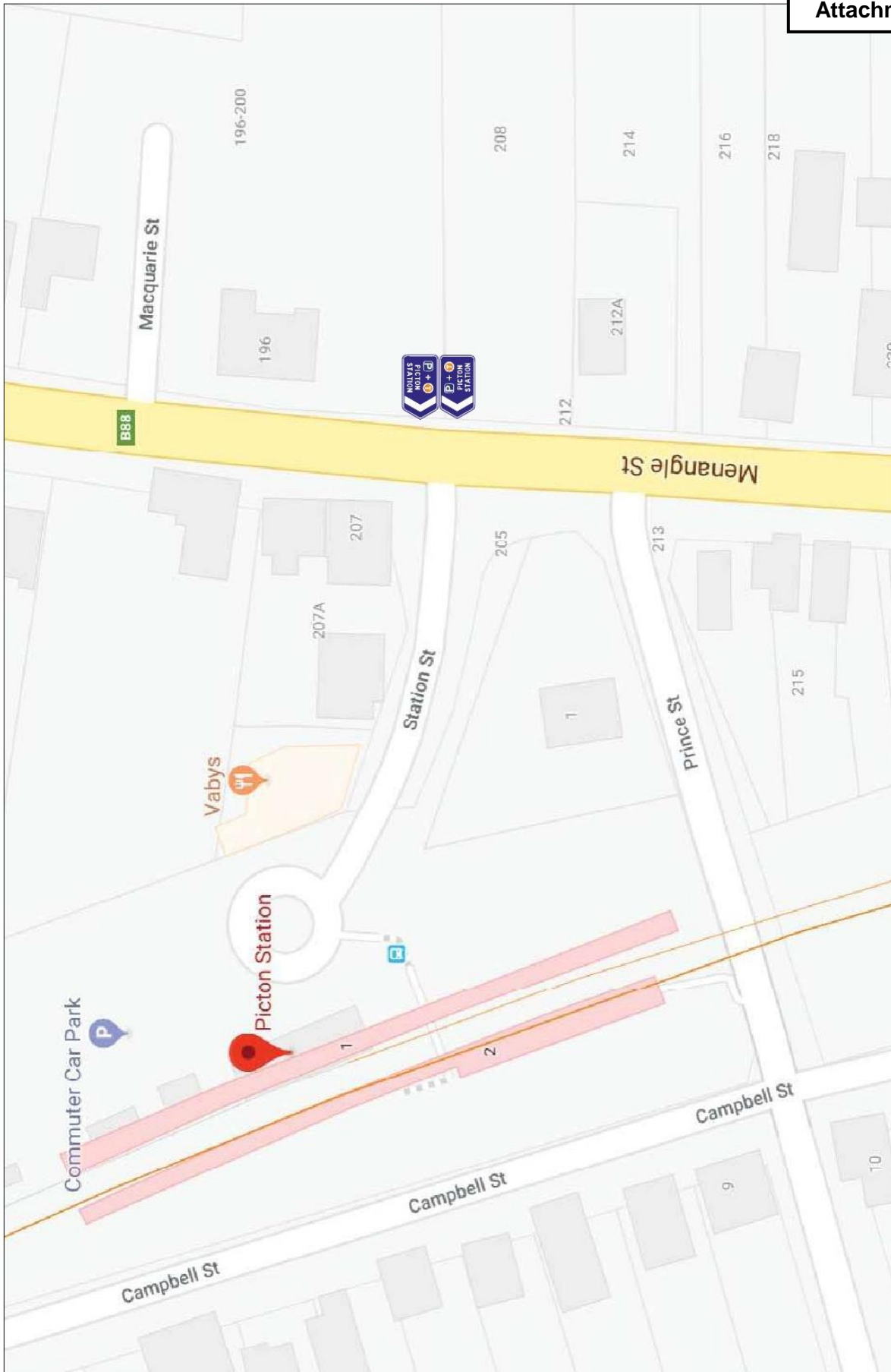


### Notes

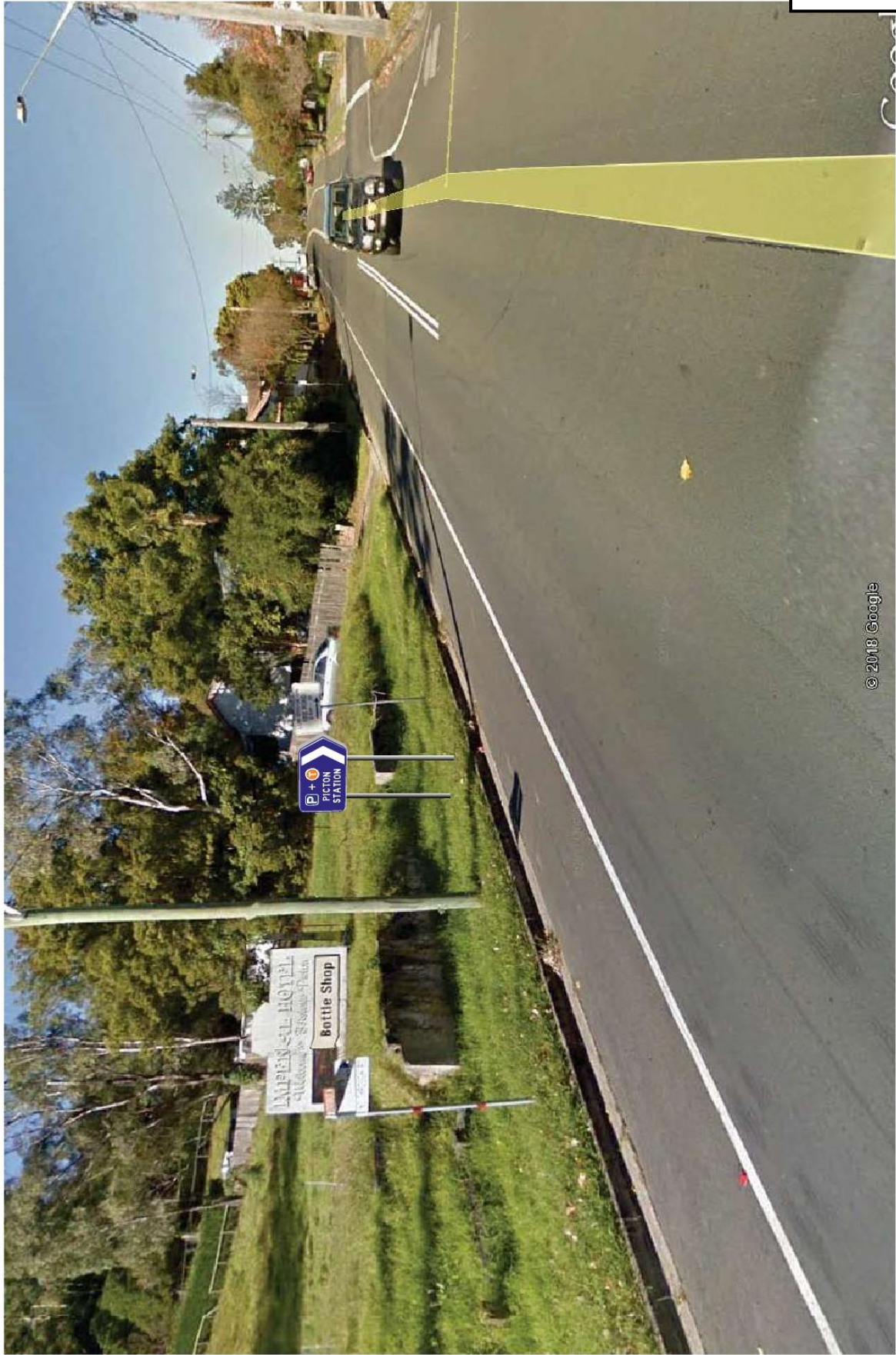
- All signs to be installed at 2.5m height unless otherwise specified
- All signs to be installed on new posts unless otherwise specified
- Cover Plates to be installed over superceded Park and ride symbols



Attachment 6



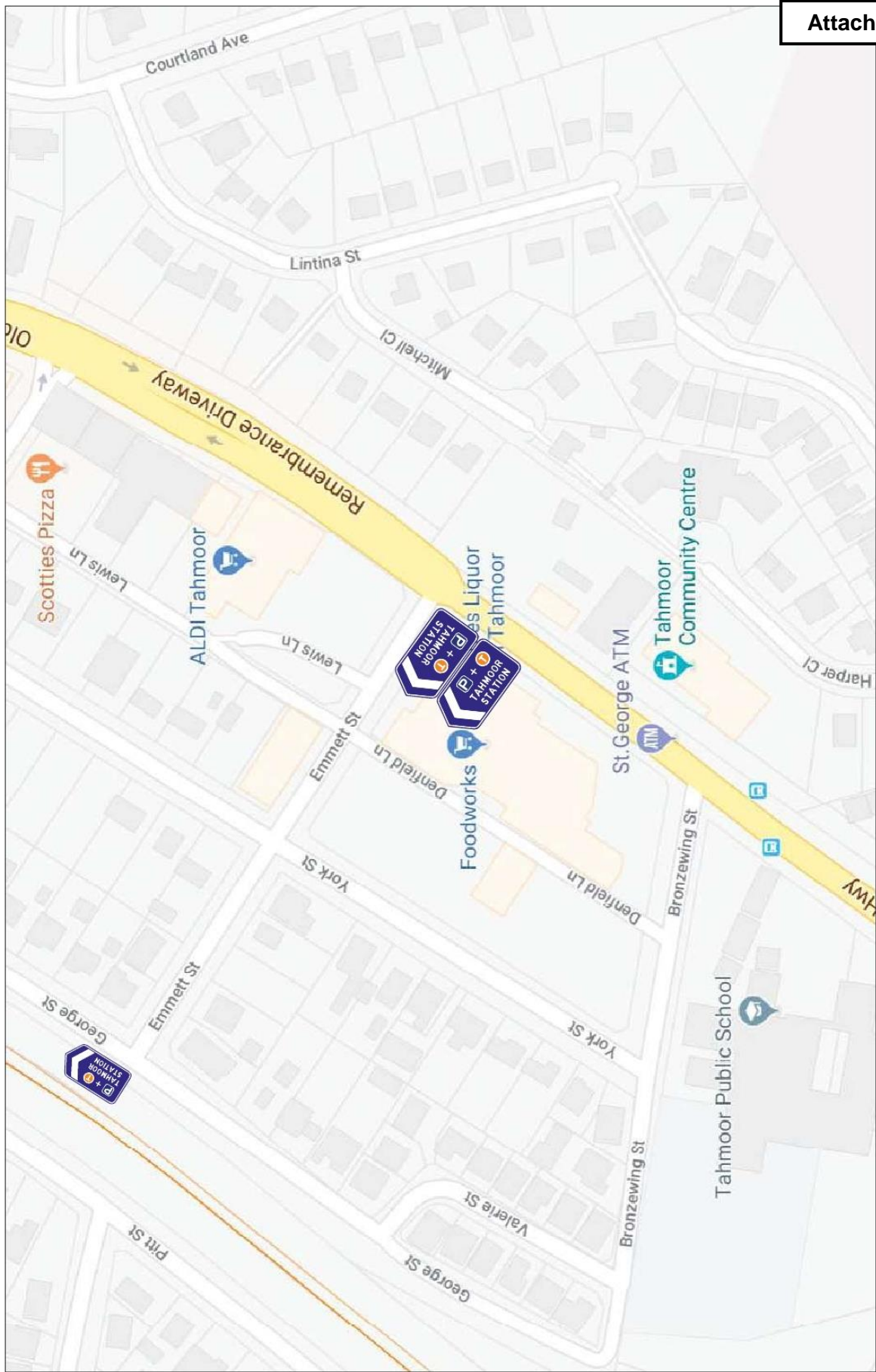
Attachment 6



Picton - Station St

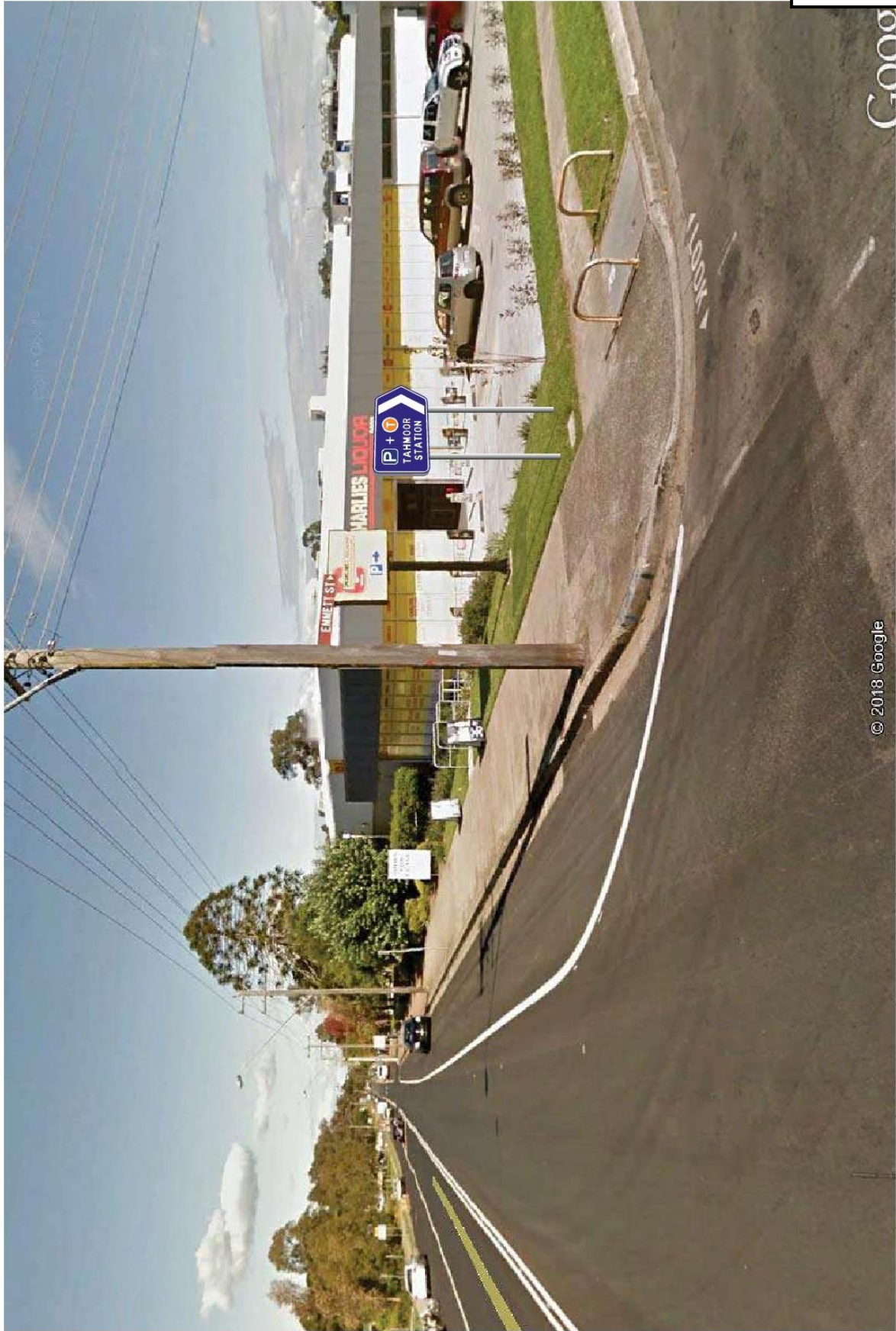


Attachment 6



Tahmoor

Attachment 6



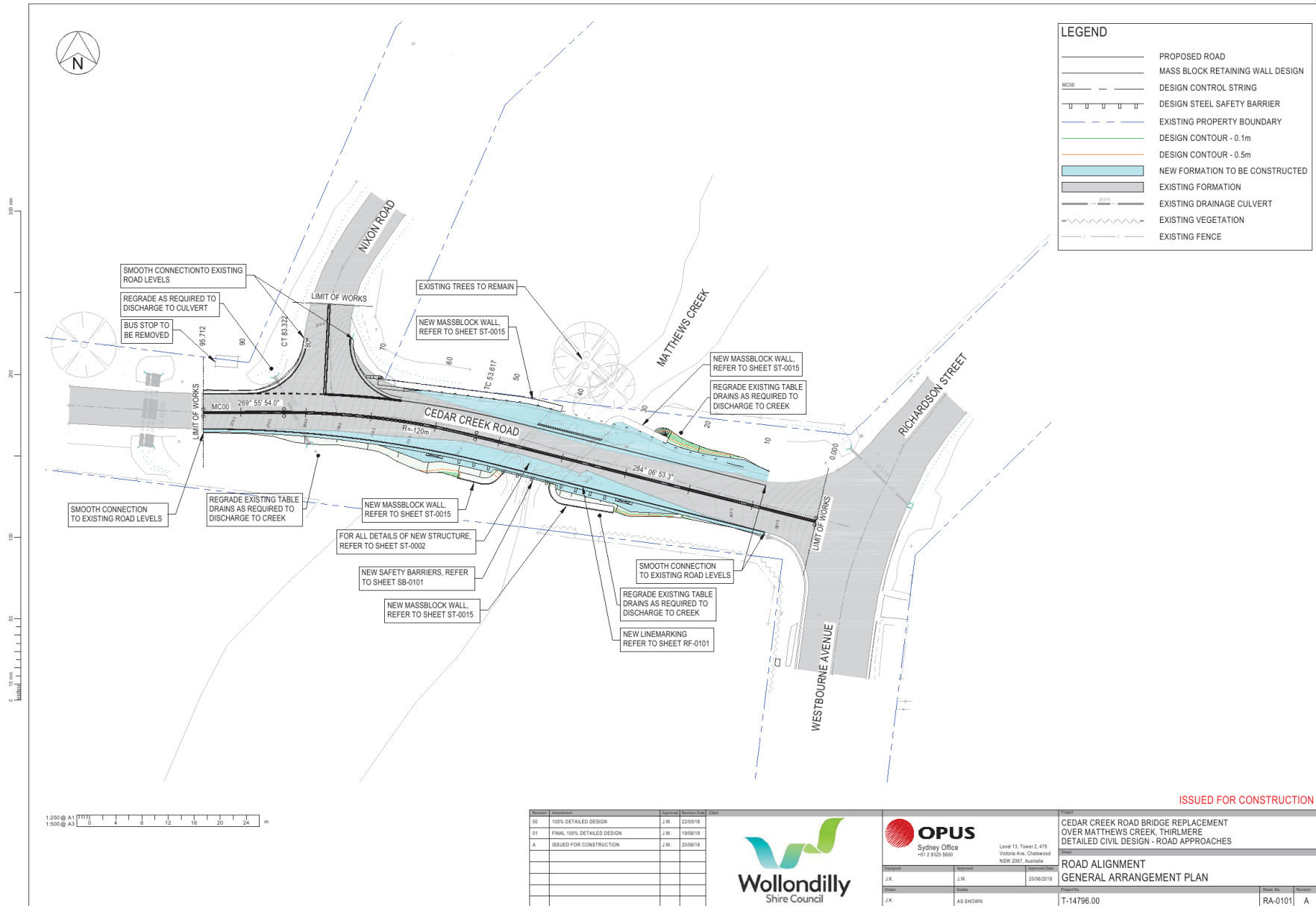
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Tahmoor - Remembrance Drive

Attachment 6



Tahmoor - George St



ISSUED FOR CONSTRUCTION

1:250 @ A1 (TTT1) 0 4 8 12 16 20 24 m  
1:500 @ A3

Revision	Description	Author	Revision Date	Client
00	100% DETAILED DESIGN	J.W.	22/05/18	
01	FINAL 100% DETAILED DESIGN	J.W.	19/06/18	
A	ISSUED FOR CONSTRUCTION	J.W.	20/06/18	



**OPUS**  
Sydney Office  
Level 13, Tower 2, 475  
Victoria Ave, Charingwood  
NSW 2087, Australia

Project: CEDAR CREEK ROAD BRIDGE REPLACEMENT OVER MATTHEWS CREEK, THIRLMERE  
Detailed Civil Design - Road Approaches

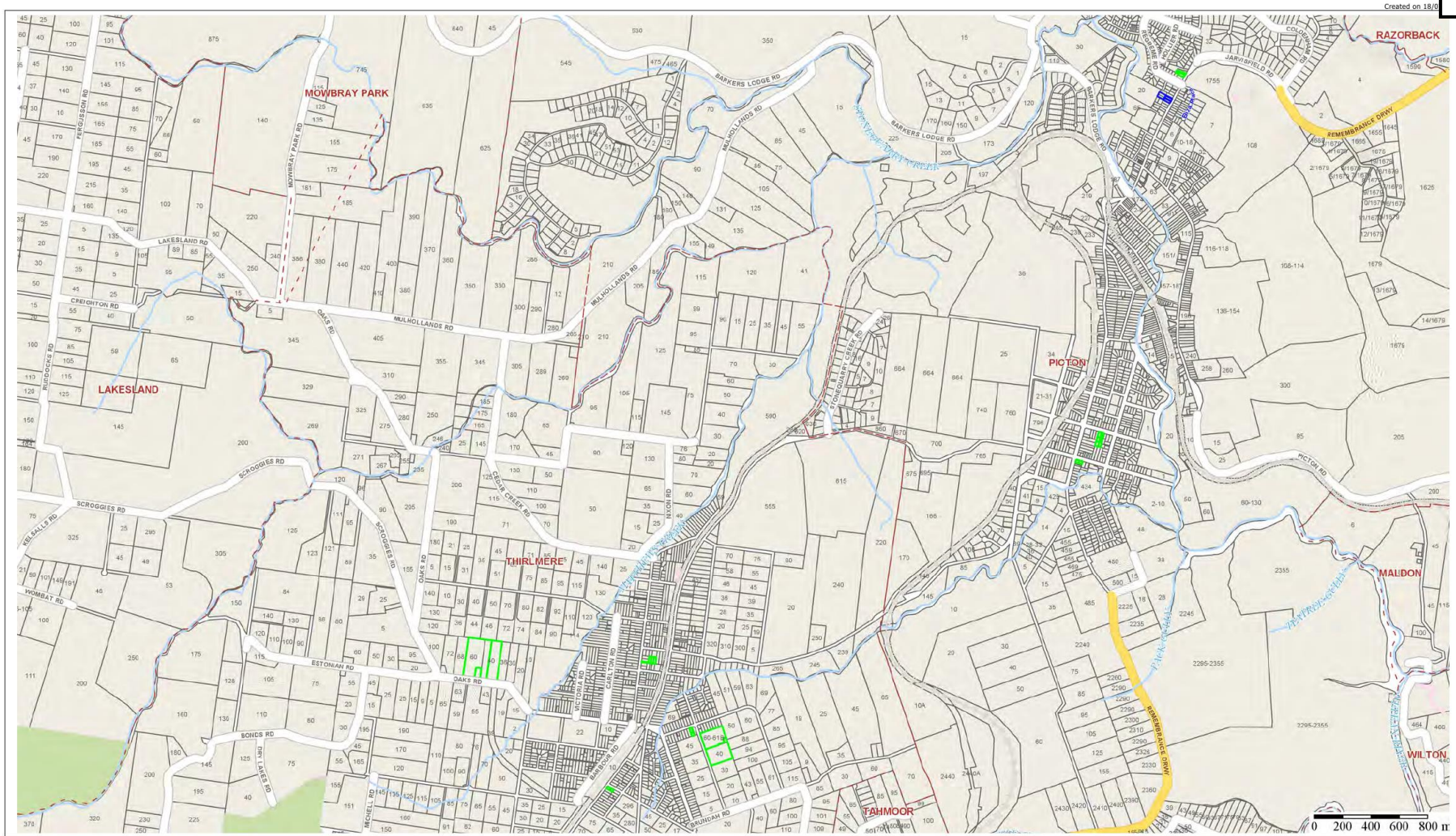
Client: WOLLONDILLY SHIRE COUNCIL


Project No: T-14796.00

Scale: AS SHOWN

Revision	Description	Author	Revision Date	Client
00	100% DETAILED DESIGN	J.W.	22/05/18	
01	FINAL 100% DETAILED DESIGN	J.W.	19/06/18	
A	ISSUED FOR CONSTRUCTION	J.W.	20/06/18	

Original Sheet Size A1 (841x594) Plot Date: 2018-06-20 at 5:27:15 PM Path: G:\10\_Sydney\_Projects\17470-174796-00\_Wollondilly SC - Cedar Creek Bridge Replacement\Drawings\Civil\AutoCAD\PS108879-CN-RA-0101.dwg Layout1



  
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**Projection:** GDA94 / MGA zone 56  
**Date:** 18/07/2018  
**Created By:** Ian Berthon