



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 7 November 2023

Time: 10.30AM - 11:30AM

Location: Bottlebrush Room
Shire Hall
Menangle Street
Picton NSW 2171

AGENDA

**Traffic Committee Meeting
7 November 2023**

Order Of Business

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1.4	Parking - Argyle Street at Margaret Street, Picton - Alter parking restrictions	16
1.5	Parking - St Mary Mackillop Lane Car Park, Picton - Extend 'No Stopping' restriction	20
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	No reports this meeting	

1 REPORTS

1.1 TRAFFIC MANAGEMENT - STAGE 1 WILTON NORTH - INSTALL SHARED ZONE IN NEW SUBDIVISION

File Number: 10623#322

Directorate: Shire Futures

EXECUTIVE SUMMARY

Council intends to create a shared Zone of two roads within a new Subdivision known as Stage 1 Wilton North. The development has been assessed and a Development Consent issued with conditions to seek approval of the Shared Zones through the Local Traffic Committee.

RECOMMENDATION

1. That the Local Traffic Committee endorse the creation of shared zone schemes on proposed Road 119 and Road 120.
2. That the Local Traffic Committee endorse the installation of R4-4 Shared Zone 10km/h speed zone signs, R2-10A Give Way to Pedestrians signs and R4-5 End Shared Zone signs and R2-4 No Entry signs and R2-17 One Way signs as per the attached plans

REPORT

Street Name	195A Fairway Drive	Latitude	-34.2152
Suburb	Wilton	Longitude	150.6792
Ward	East	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

Council issued a development consent for 199 lot subdivision in Wilton that included new road infrastructure. As part of the traffic and pedestrian movement assessment for the development, it was determined that a shared area for pedestrians and local traffic was required. This was to ensure adequate pedestrian access to the adjacent park and residential lots.

Proposed Road 119 and Road 120 are one-way lanes 5.6 metres wide located adjacent to a proposed public park. Vehicle Access to residential lots is required along the two lanes. There is no separate footpath along the two lanes with the only pedestrian access via the lane carriageway.

Both lanes have contrasting raised / concrete pavement at the entry and exist pints that separate them from the surrounding road network. Traffic volumes are very low as each lane only services upto 10 residential lots.

A 10 km/h speed zone is to be implemented through the installation of duplicated R4-4 Shared Zone signage and terminated with R4-5 end Shared Zone signage. Supplementary R2-10 Giveway to Pedestrians will be installed at both entry points.

Lanes are supplemented with R2-17 One Way and R2-4 No Entry signs to make the lanes one way and No Stopping restriction on the side adjacent to the public park. No stopping restriction has been included in apart of the overall Traffic Management of the Development Application and is not formed part of this report or endorsement.

Consultation

No public consultation was undertaken as this is a new development. There was consultation between Council and the developer at the time of assessing the Development Application.

Financial Implications

This matter has no financial impact on Council's adopted budget or forward estimates as the proposal is fully funded by the developer of the land.

ATTACHMENTS

1. Overall site location plan [↓](#)
2. Construcion plans for linemarking and signage [↓](#)
3. Part copy of approved development application sub division plan [↓](#)



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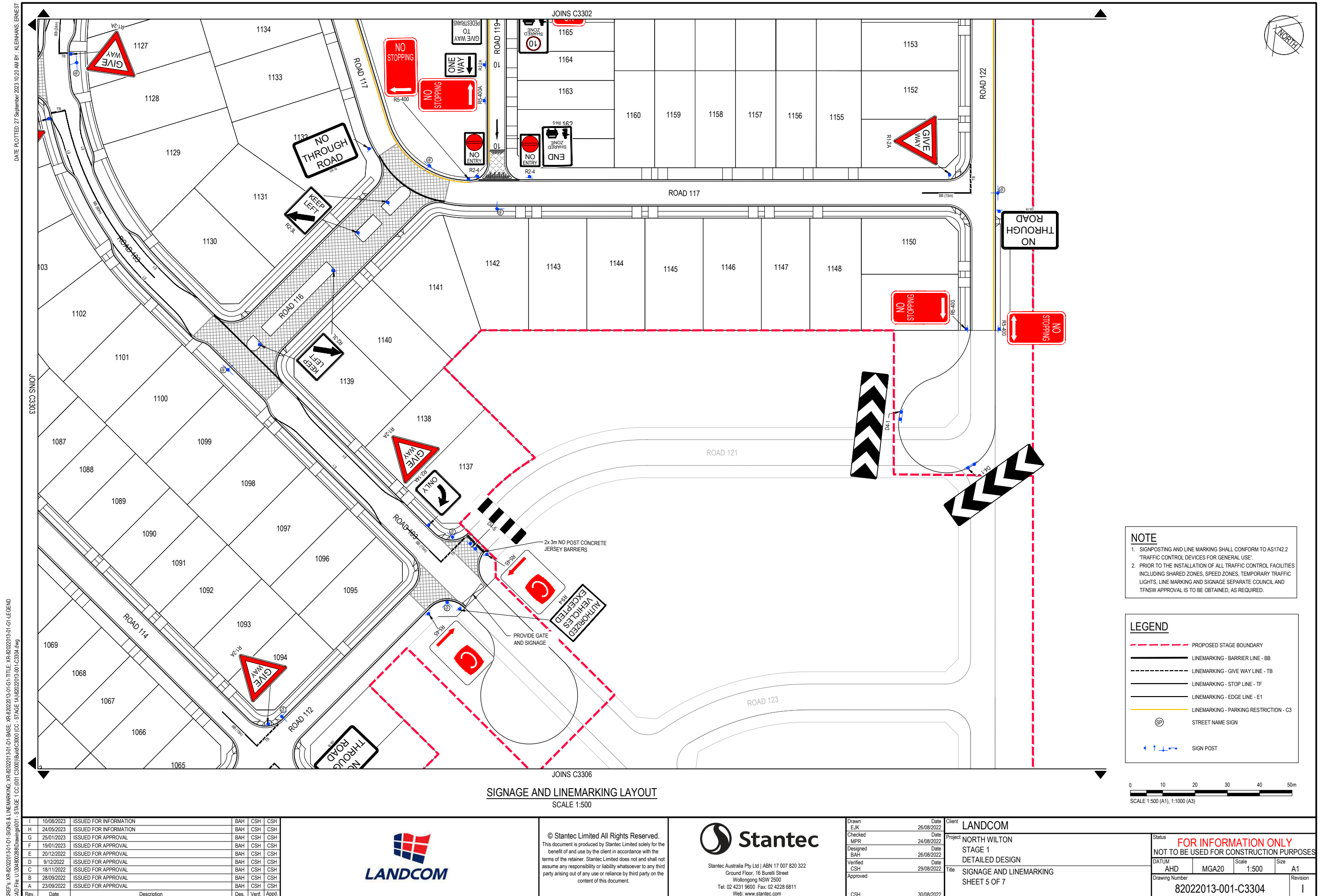


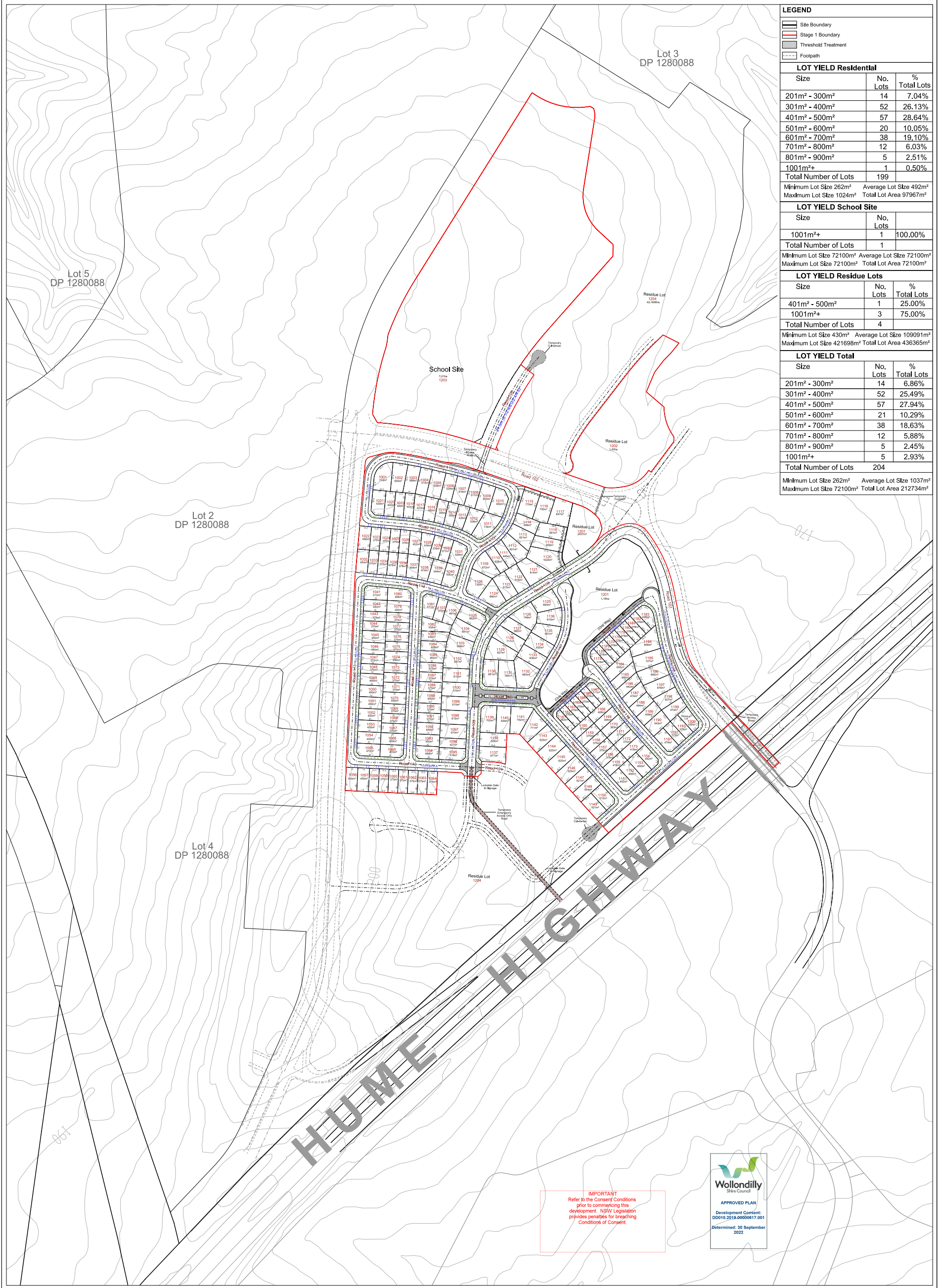
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Projection: GDA2020 / MGA zone 56
Date: 27/10/2023
Created By: Ben Gibbons







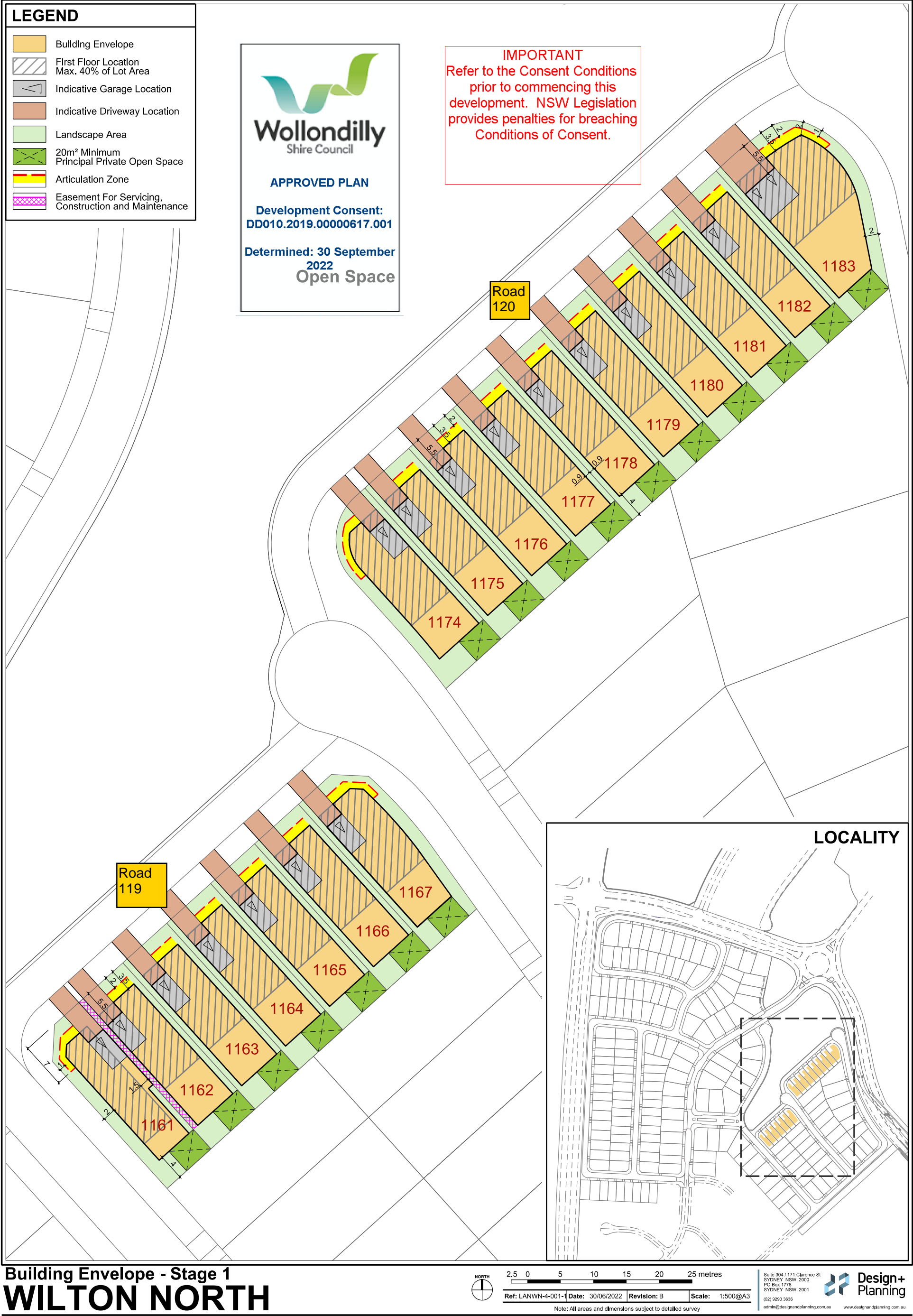


Stage 1 Subdivision Plan
WILTON NORTH

NORTH
15 0 30 60 90 120 150 180 210 metres
Ref: LANWN-3-001-5 Date: 22/07/2022 Revision: P Scale: 1:1,500@A0
Note: All areas and dimensions subject to detailed survey

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1.2 PARKING - NO. 48 BULLEN DRIVE, SILVERDALE - REDUCE LENGTH OF 'NO STOPPING' RESTRICTION

File Number: 10623#317

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to reduce the length of a 'No Stopping' restriction on the east side of Bullen Drive south of Lake Victoria Way, Silverdale.

RECOMMENDATION

That the length of the existing 'No Stopping' restriction on the east side of Bullen Drive south of Lake Victoria Way, Silverdale (outside No. 48) be reduced by 8.7m as shown in the attached sketch.

REPORT

Street Name	No. 48 Bullen Drive	Latitude	-33.900601
Suburb	Silverdale	Longitude	150.601601
Ward	North	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

As a result of a request from a local resident, Wollondilly Shire Council (Council) reviewed parking restrictions on Bullen Drive south of Lake Victoria Way, Silverdale.

The distance between the driveways of No. 48 and No. 46 Bullen Drive is approximately 9.5m, which is sufficient space to parallel park two small cars. However, the existing 44m long 'No Stopping' restriction installed on the east side of Bullen Drive south of Lake Victoria Way terminates between the driveways of No. 48 and No. 46 Bullen Drive. This leaves a length of 6.5m (one parking space) between the driveway of No. 46 Bullen Drive and the terminating 'No Stopping (left)' sign.


The proposed relocation of the 'No Stopping (left)' sign to the north of the driveway of No. 48 Bullen Drive and subsequent reduction in length of the 'No Stopping' restriction will increase on-street parking availability on Bullen Drive.

Consultation

This request originated from the directly affected property. Therefore, no additional consultation has been undertaken.

Financial Implications

Funding is available through the 2023-24 Regional Road Block Grant.

Prepared by:	Randil Pohorambage 28/09/2023	Senior Traffic Engineer	
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ATTACHMENTS

1. Sketch Plan - Bullen Drive south of Lake Victoria Way, Silverdale [↓](#)



LINE MARKING LEGEND		
LINE	TYPE	PATTERN & DIMENSIONS
CONTINUOUS DIVIDING (DOUBLE BARRIER) CENTRELINES	(BD)	
BROKEN DIVIDING SEPARATION LINE	(BV)	
EDGE LINE (LEFT HAND EDGE)	(EL)	
EDGE LINE (RIGHT HAND EDGE)	(ER)	
OUTLINE OF TRAFFIC ISLAND	(EI)	
OUTLINE OF MEDIAN ISLAND	(EM)	
BROKEN LANE LINE	(LL)	
STOP LINE	(TL)	
GIVE WAY LINE USED WITH SIGN	(TB)	
GIVE WAY LINE ON OTHER SIDE	(TR)	
CONTINUITY LINES	(CL)	
TURNING LINES	(TL)	
PEDESTRIAN CROSSING	(PC)	
PIANO KEY	(PK)	

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

SIGN & SIGNPOST LEGEND	
INSTALL SIGNPOST	
REMOVE SIGNPOST	
RETAIN SIGNPOST	



BULLEEN DRIVE SILVERDALE

INFRASTRUCTURE
OPERATIONS

REDUCE LENGTH OF 'NO STOPPING' RESTRICTION

DATE PLOTTED 02 - Aug - 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 Guide & AS1742. Underground utility services are to be located prior to excavation. Print in A3 colour.

1.3 PARKING AND TRAFFIC MANAGEMENT - HASSALL ROAD, BUXTON - ALTER PARKING RESTRICTIONS, INSTALL PARKING BAY LINES AND CONTINUOUS (DOUBLE BARRIER) CENTRELINE

File Number: 10623#319

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to alter parking restrictions and improve safety around the easternmost indented parking bay on the north side of Hassall Road outside Buxton Public School.

RECOMMENDATION

That:

1. The existing 'No Stopping' restriction on the north side of Hassall Road at the turning circle outside Buxton Public School be extended west by 5.5m as shown in the attached sketch.
2. A 30m long 'P5min 8am-9:30am 2:30pm-4pm School Days' restriction with associated parking bay lines at 6m spacing be installed within the existing 'P2min 8:30am-9:30am 2:30pm-4pm Mon-Fri' and 'No Stopping' restrictions on the north side of Hassall Road at the easternmost indented parking bay outside Buxton Public School as shown in the attached sketch.
3. A 57m long continuous dividing (BB double barrier) centreline be installed on Hassall Road, Buxton adjacent the easternmost indented parking bay outside Buxton Public School as shown in the attached sketch.

REPORT

Street Name	31 Hassall Road	Latitude	-34.247519
Suburb	Buxton	Longitude	150.544499
Ward	East	Road Class (admin)	Local
SED	Wollondilly	PAC	Camden

As a result of a request from Buxton Public School, Wollondilly Shire Council (Council) reviewed parking restrictions and road safety around Buxton Public School.

At present, motorists are parking within the easternmost indented parking bay (hereinafter parking bay) on the north side of Hassall Road outside Buxton Public School at irregular spacing. Consequently, there is suboptimal utilisation of the six-space capacity parking bay.

The main entrance of Buxton Public School is located 45m west of the indented parking bay. Some motorists park opposite the main entrance on Hassall Road or illegally along Albert Kench Place instead of utilising the designated parking bay. The existing parking restriction of 'P2min 8:30am-9:30am 2:30pm-4pm Mon-Fri' is insufficient for some parents who require more time to walk their children to school and return to their vehicles.

Furthermore, motorists exiting the parking bay often opt for immediate U-turns instead of utilising the designated turning circle 20m east of the parking bay. The eastern school gate along with other school gates are used for egress during the school pick-up period. this creates a potential conflict zone between U-turning vehicles and those traveling on Hassall Road, as well as pedestrians crossing the road.

The proposed alterations to parking restrictions, as noted in recommendations 1 and 2, will partially alleviate on-street parking demand along other sections of road fronting Buxton Public School whilst improving pedestrian safety. Parents and guardians will have sufficient time to park within the parking bay, drop their children and return without needing to cross the road or park illegally. Furthermore, unrestricted parking within the indented parking bay on non-school days improves convenience for local motorists.


The proposed installation of the continuous dividing (BB double barrier) centreline, as noted in recommendation 3, will deter motorists from performing U-turns adjacent the parking bay. As a result, motorists will be encouraged to use the designated turning circle which will improve safety and minimises potential conflicts.

Consultation

The Principal of Buxton Public School has supported this proposal.

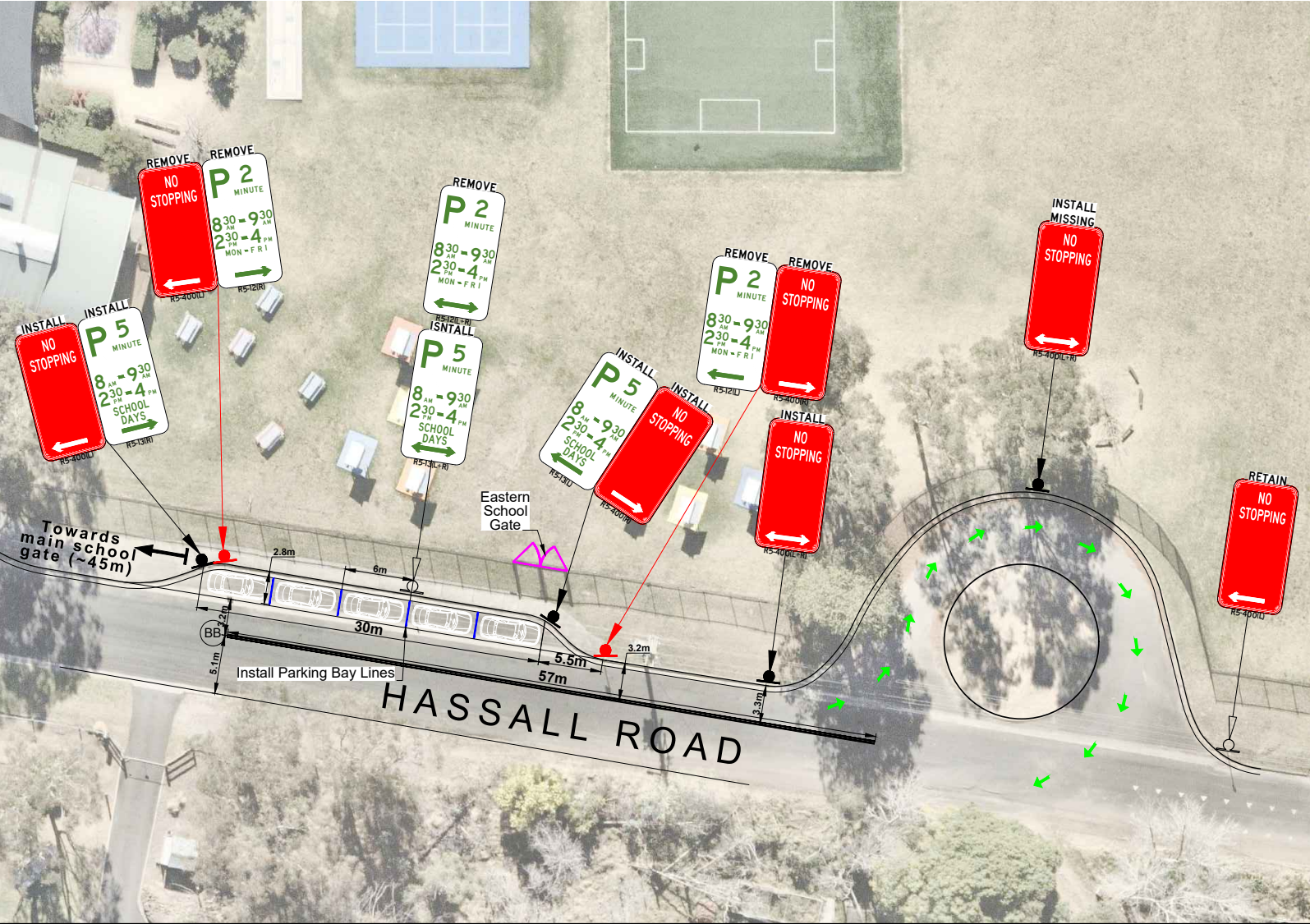
Financial Implications

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

Prepared by:	Randil Pohorambage 28/09/2023	Senior Traffic Engineer	
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ATTACHMENTS

1. **Sketch Plan - Hassall Road, Buxton Public School** [↓](#)



LINE MARKING LEGEND		
LINE	TYPE	PATTERN & DIMENSIONS
CONTINUOUS DIVIDING (DOUBLE BARRIER) CENTRELINES	(BB)	
BROKEN DIVIDING SEPARATION LINE	(S)	
EDGE LINE (LEFT HAND EDGE)	(E)	
EDGE LINE (RIGHT HAND EDGE)	(ES)	
OUTLINE OF TRAFFIC ISLAND	(EA)	
OUTLINE OF MEDIAN ISLAND	(ED)	
BROKEN LANE LINE	(L)	
STOP LINE	(TF)	
GIVE WAY LINE USED WITH SIGN	(TB)	
GIVE WAY LINE ON OTHER SIDE	(TB)	
CONTINUITY LINES	(CT)	
TURNING LINES	(T)	
PEDESTRIAN CROSSING	(PW)	
PLANO KEY	(PK)	

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

SIGN & SIGNPOST LEGEND	
INSTALL SIGNPOST	
REMOVE SIGNPOST	
RETAIN SIGNPOST	



HASSALL ROAD at Buxton Public School

BUXTON

INFRASTRUCTURE
OPERATIONS

Alter parking restrictions, install parking bay lines
and continuous (double barrier) centreline

DATE PLOTTED	02 - Aug - 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 Guide & AS1742. Underground utility services are to be located prior to excavation. Print in A3 colour.

1.4 PARKING - ARGYLE STREET AT MARGARET STREET, PICTON - ALTER PARKING RESTRICTIONS

File Number: 10623#320

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to alter parking restrictions on the east side of Argyle Street north of Margaret Street to reduce delays at the southbound approach to the intersection of Argyle Street, Margaret Street and Cliffe Street, Picton.

RECOMMENDATION

That:

1. The existing 'No Stopping' restriction on the east side of Argyle Street north of Margaret Street be extended further north by 10.7m as shown in the attached sketch.
2. The existing '1P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat' restriction on the east side of Argyle Street north of Margaret Street be extended further north by 10.7m as shown in the attached sketch.

REPORT

Street Name	72-80 Argyle Street	Latitude	-34.167172
Suburb	Picton	Longitude	150.612570
Ward	North	Road Class (admin)	Regional
SED	Wollondilly	PAC	Camden

Wollondilly Shire Council (Council) received requests from members of the public regarding excessive delays at the southbound approach to the intersection of Argyle Street, Margaret Street and Cliffe Street, Picton. Council's Local Traffic Committee at its meetings held on 6 April 2021 considered this matter and resolved: (See attached File No. 10623#180).

1. *That the Local Traffic Committee review existing traffic zones on eastern side of Argyle St for southbound traffic with the view of improving traffic flow noting its likely to have a negative impact on on-street parking.*

Argyle Street is a Regional Road with two southbound lanes on the approach and departure to the Traffic Control Signal (TCS) at the intersection of Argyle Street, Margaret Street and Cliffe Street, Picton. The length of the existing 'No Stopping' restriction on the east side of Argyle Street north of Margaret Street is 12.8m from the Stop (TF) line at the TCS. Preceding the 'No Stopping' restriction is a 23m long '1P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat' restriction.

Southbound motorists on Argyle Street accessing Picton McDonalds, Picton Bowling Club and Walton Street open-air carpark turn right into Cliffe Street. When motorists park on the southernmost section of the part-time '1P' area and the centremost southbound lane has a queue extending beyond one vehicle from the TF line at the TCS, access to the kerbside through-left lane is obstructed. This causes delays to southbound motorists on Argyle Street, which according to an Automatic Tube Count taken in November 2019, has an Annual Average Daily Traffic (AADT) volume of 12,943 vehicles (7035 southbound).

The proposed extension of the 'No Stopping' restriction, as noted in recommendation 1, will increase the number of cars that can be queued in the centremost southbound lane before kerbside lane blockage occurs. The proposed extension of the part-time '1P' restriction, as noted in

recommendation 2, will result in no net loss of on-street parking whilst maintaining adequate sightlines for motorists exiting No. 62-70 Argyle Street, Picton.

Consultation

Community consultation regarding this proposal commenced on 5 October and concluded on 23 October 2023. It involved a letterbox drop to residents/businesses abutting the affected section of Argyle Street. This engagement channel directed the community to email Council to provide feedback.


One response was received objecting the proposal noting that there will be a loss of property value, profitability and impact to suppliers and customers.

It is acknowledged that there is a 10.7m reduction of on-street parking immediately outside the local businesses at No. 72-80 Argyle Street as a result of the extension of the 'No Stopping' restriction. However, the capacity of on-street parking is maintained as the entire length of the existing '1P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat' restriction is being relocated further north by 10.7m.

Therefore, it is proposed to proceed with the current proposal noting that there is no net loss of on-street parking on the east side of Argyle Street north of Margaret Street, minimal impact to local businesses and decreased travel delays for southbound motorists.

Financial Implications

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

Prepared by:	Randil Pohorambage 24/10/2023	Senior Traffic Engineer	
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ATTACHMENTS

1. **10623#180 - Traffic Committee Report 6 April 2021** [↓](#)
2. **Sketch Plan - Argyle Street at Margaret Street, Picton - Extend No Stopping** [↓](#)



ARGYLE STREET at MARGARET STREET

PICTON

INFRASTRUCTURE OPERATIONS

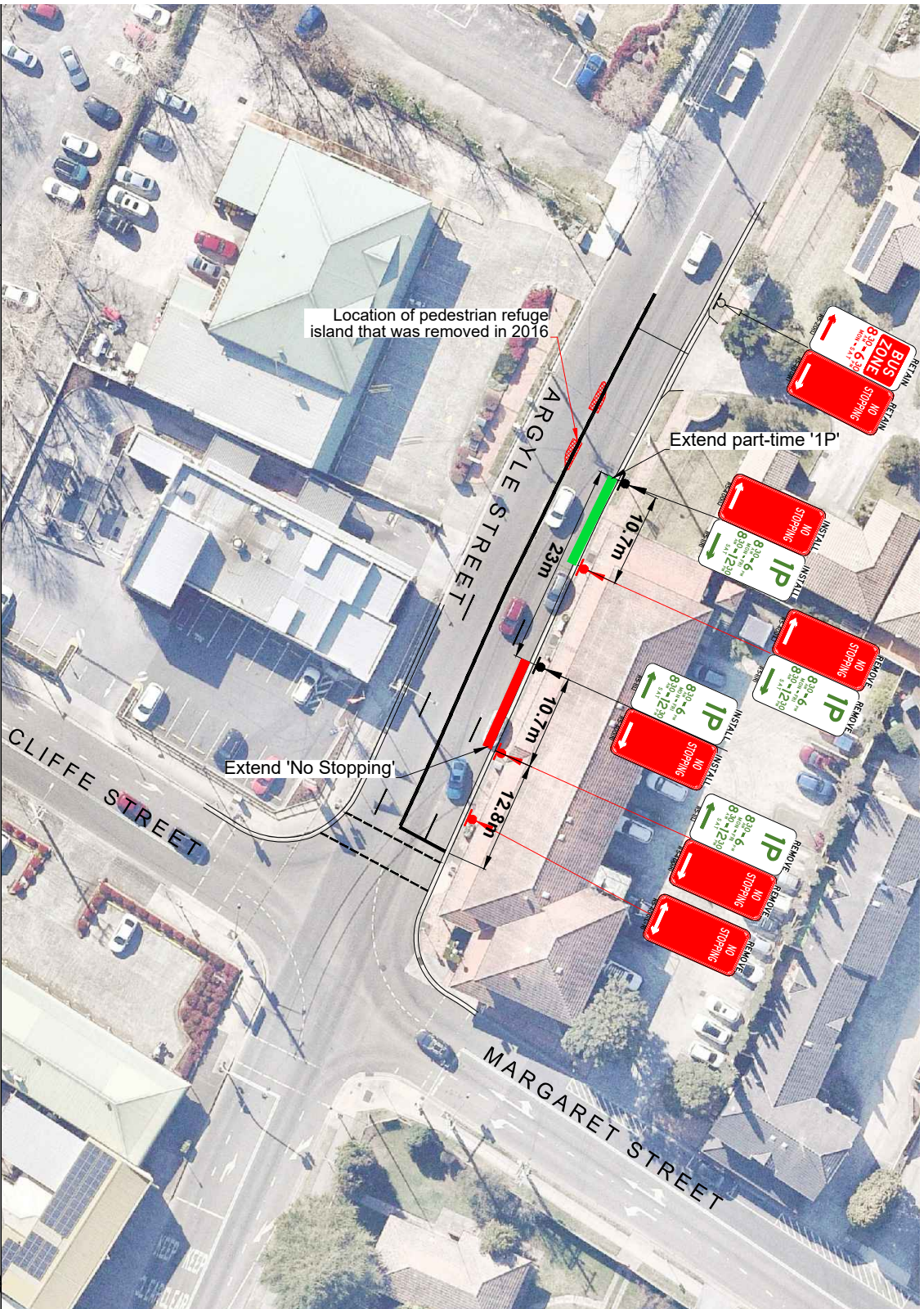
EXTEND 'NO STOPPING' AND RELOCATE PART-TIME '1P'

DATE PLOTTED 02 - Aug - 2023

DRAFTED BY RPOHORA MBAGE

Doc No. 1 of 1

NOT TO SCALE



LINE MARKING LEGEND

LINE MARKING	TYPE	PATTERN & DIMENSIONS
CONTRASTING DIVIDING DOUBLE CENTRAL LINES	(10)	Two parallel white lines, 150mm apart
BROKEN DIVIDING SPURRY LANE LINE	(11)	Two parallel white lines, 150mm apart, with a 100mm gap
EDGE LINE LEFT HAND DRIVE	(12)	White line, 150mm wide
EDGE LINE RIGHT HAND DRIVE	(13)	White line, 150mm wide
OUTLINE OF MEDIAN ISLAND	(14)	White line, 150mm wide
BROKEN LANE LINE	(15)	White line, 150mm wide, with a 100mm gap
STOP LINE	(16)	White line, 150mm wide
GIVE WAY LINE	(17)	White line, 150mm wide
GIVE WAY LANE ON OTHER SIDE	(18)	White line, 150mm wide
CONTINUITY LINES	(19)	White line, 150mm wide
TURNING LINES	(20)	White line, 150mm wide
PEDESTRIAN CROSSING	(21)	White line, 150mm wide
PANO KEY	(22)	White line, 150mm wide

MISCELLANEOUS LEGEND

EDGE OF BITUMEN	(23)	White line, 150mm wide
POLES	(24)	White line, 150mm wide
DRINKAGE PIT	(25)	White line, 150mm wide
THRESHOLD	(26)	White line, 150mm wide
SHOULDER	(27)	White line, 150mm wide

SIGN & SIGNPOST LEGEND

REMOVE SIGNPOST	(28)	White line, 150mm wide
REMOVE SIGNPOST	(29)	White line, 150mm wide

NOTE: All signposting and pavement marking to be in accordance with TNSW Traffic Signs Register, TNSW Installation and Maintenance of Signs Guide, TNSW R142/143/145, TNSW Delimitation Guide & AS1742. Underground utility services are to be located prior to excavation. Print in A3 colour

1.5 PARKING - ST MARY MACKILLOP LANE CAR PARK, PICTON - EXTEND 'NO STOPPING' RESTRICTION

File Number: 10623#321

Directorate: Shire Services

EXECUTIVE SUMMARY

This report seeks approval to extend the existing 'No Stopping' restriction on the west side of St Mary Mackillop Lane, Picton (at the rear of Nos. 150-168 Argyle Street) to improve traffic flow within the St Mary Mackillop Lane Car Park.

RECOMMENDATION

That:

1. The existing 'No Stopping' restriction on the west side of St Mary Mackillop Lane, Picton (at the rear of Nos. 150-168 Argyle Street) be extended north by 60.3m as shown in the attached sketch.

REPORT

Street Name	170 Argyle Street	Latitude	-34.170315
Suburb	Picton	Longitude	150.611500
Ward	North	Road Class (admin)	Road related area
SED	Wollondilly	PAC	Camden

As a result of a request from the Wollondilly Shire Council (Council) Ranger Services team, parking restrictions within the St Mary Mackillop Lane Car Park (hereinafter car park), Picton were reviewed.

The width of the roadway of the car park at the rear of Nos. 150-162 Argyle Street, Picton is approximately 8m. An aisle width of 4m is maintained when cars are parked on both sides of the roadway at this section of the car park, which is insufficient for unobstructed two-way traffic flow. This causes delays and increases congestion during the school pick-up and drop-off period as motorists have to negotiate passing opportunities within the car park.

Situated centrally within Picton town centre, the car park sees frequent use throughout the day. Various parking restrictions, predominantly timed part-time '2P' and '3P' restrictions, are in place. Additionally, the car park serves as rear access to St Anthony's Catholic Parish Primary School (the School), and parents/guardians of students attending the School utilise the car park during pick-up and drop-off times.


The proposed alteration to extend the existing 'No Stopping' restriction will provide unobstructed two-way travel along this section and improve circulation within the car park.

Consultation

Community consultation regarding this proposal commenced on 28 September and concluded on 19 October 2023. It involved a mail out to residents/businesses abutting the affected section of the car park. This engagement channel directed the community to email Council to provide feedback. No responses were received.

Financial Implications

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

Prepared by:	Randil Pohorambage 19/10/2023	Senior Traffic Engineer	
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ATTACHMENTS

1. Sketch Plan - St Mary Mackillop Lane Car Park, Picton [↓](#)



WOLLONDILLY
SHIRE COUNCIL

INFRASTRUCTURE
OPERATIONS

ST MARY MACKILLOP LANE CAR PARK

PICTON

Extend existing 'No Stopping' restriction

DATE PLOTTED 02 - Aug - 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 TNSW Traffic Signs Register, TNSW Installation and Maintenance of Signs Guide, TNSW R142/143/145, TNSW Delimitation Guide & AS1742. Underground utility services are to be located prior to excavation. *Print in colour*

Extend the existing 'No Stopping' restriction by 60.3m

ST MARY MACKILLOP LANE

MENANGLE STREET

2P

8:30 - 6 PM

MON - FRI

8:30 - 12:30 PM

SAT

RETAIN

INSTALL

NO STOPPING

REMOVE

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

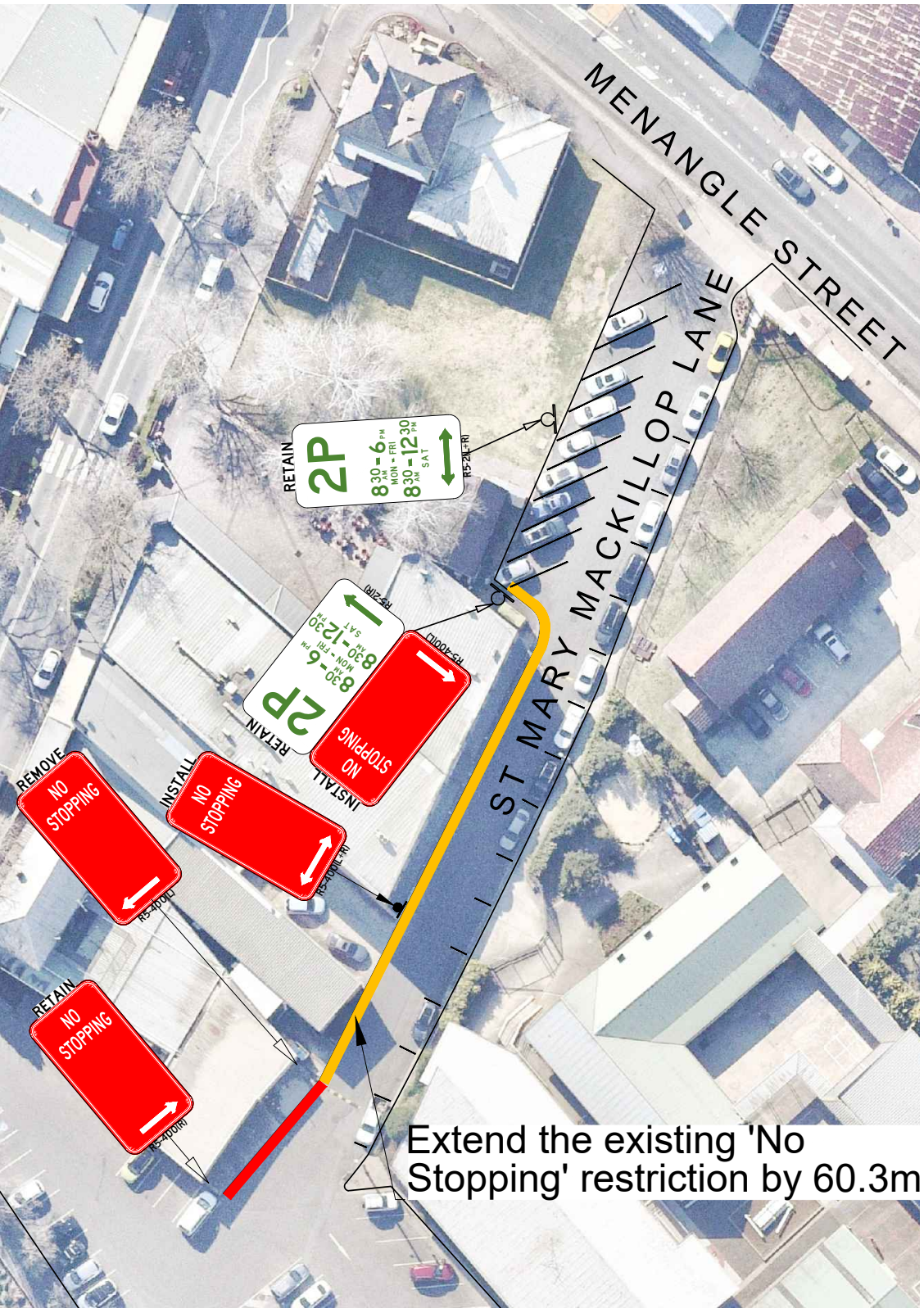
NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING

NO STOPPING



Extend the existing 'No Stopping' restriction by 60.3m

LINE MARKING	TYPE	PATTERN & DIMENSIONS
CONTOUR	(10)	---
DRIVING DOUBLE	(11)	---
DRIVING SINGLE	(12)	---
BROKEN DIVIDING	(13)	---
DRIVING DOUBLE	(14)	---
DRIVING SINGLE	(15)	---
DRIVING DOUBLE	(16)	---
DRIVING SINGLE	(17)	---
DRIVING DOUBLE	(18)	---
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2 GENERAL BUSINESS

No reports this meeting