

LOCAL TRAFFIC COMMITTEE AGENDA

LIVERPOOL LOCAL TRAFFIC COMMITTEE
MEETING

21 May 2025

ORDER OF BUSINESS

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Liverpool Local Traffic Committee
Local Traffic Committee Meeting
21 May 2025
9:30 AM

AGENDA

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Liverpool Local Traffic Committee Meeting held on 19 March 2025 - Online - 9:30 AM

Committee Members Present:

Harry Muker	Acting Chairperson, Liverpool City Council (LCC)
Ethan Tesoriero	Liverpool City Police Area Command
Scott Turner	Liverpool City Police Area Command
Kevin Alawadhi	Transport for NSW (TfNSW)
Wayne Prior	Representative for the Member for Macquarie Fields
Zeli Munjiza	Representative for the Member for Leppington
Liam Thorne	Representative for the Member for Liverpool
Dr Betty Green	Councillor, LCC

Technical Advisors & Informal Members

James Duguid	Transit Systems
Patrick Bastawrous	Coordinator Traffic and Transport, LCC
Amit Chowdhury	Traffic & Transport Engineer, LCC

Council Staff

Rachel Palermo	Road Safety Officer, LCC
Toula Athanasiou	Road Safety Officer, LCC
Parth Tiwari	Assistant Transport Engineer, LCC
Belinda Navas	Coordinator Regulatory Services
Hayden Sterling	Urban Design Lead WSIG Program
Minh Ho	Acting Civil Design Lead WSIG Program

1. WELCOME / OPENING

The Chairperson welcomed attendees and opened the meeting at 9:30am.

2. APOLOGIES

Dan Riley	Chairperson, LCC
Patrick Bastawrous	Coordinator Traffic and Transport, LCC

3. CONFIRMATION OF PREVIOUS MINUTES

That the minutes of the Liverpool Local Traffic Committee Meeting held on 29 January 2025 be confirmed as a true record of that meeting.

4. BUSINESS ARISING

Nil

5. AGENDA ITEMS

AGENDA ITEMS

ITEM NO: AI 01

FILE NO: 019502.2025

SUBJECT: 215 Badgerys Creek Road, Bradfield - Stage 2A - Signage and Line Marking Plan

That the Committee supports:

1. Signage and line marking plan for 215 Badgerys Creek Road, Bradfield; Stage 2A – Signage and Line marking plans as indicated in Attachment 1.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council approves the signage and line marking plan for 215 Badgerys Creek Road, Bradfield; Stage 2A – Signage and Line marking plans as indicated in Attachment 1.

ITEM NO: AI 02

FILE NO: 056123.2025

SUBJECT: Proposed extension of median island - Sergeant Street and General Boulevard, Edmondson Park

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

1. extension of concrete median island and removal of existing bollards at the intersection of Sergeant Street and General Boulevard, Edmondson Park.
2. the detailed design drawings including line marking and signage plan to be issued to Transport for NSW for review, prior to the installation of proposed changes.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council approves the extension of the existing concrete median island and removal of existing bollards at the intersection of Sergeant Street and General Boulevard, Edmondson Park.

ITEM NO: AI 03
FILE NO: 063300.2025
SUBJECT: Roundabout Modification - Buchan Avenue and Jardine Drive, Edmondson Park

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

1. installation of raised platform / thresholds at all approaches of the roundabout at Buchan Avenue and Jardine Drive intersection including installation of blisters and modification of central island as indicated in the Attachment 4.
2. the detailed design drawings including line marking and signage plan to be issued to Transport for NSW for review, prior to the installation of proposed modifications.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council approves the installation of raised platform / thresholds at all approaches of the roundabout at Buchan Avenue and Jardine Drive intersection including installation of blisters and modification of central island as indicated in Attachment 4.

ITEM NO: AI 04
FILE NO: 063461.2025
SUBJECT: Devonshire Road, Kemps Creek/Rossmore and King Street, Rossmore - Edge Line and Curve Improvements

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

1. line marking and signage plan for proposed audio tactile edge line marking, installation of curve alignment markers, and improving road shoulder conditions at the existing curves along Devonshire Road and King Street as indicated in the Attachment 5.
2. detail design to be submitted to TfNSW for approval prior to installation.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council approves the line marking and signage plans, including proposed audio tactile edge line marking, installation of curve alignment markers, and improving road shoulder conditions at the existing curves along Devonshire Road and King Street, as indicated in Attachment 5.

ITEM NO: AI 05
FILE NO: 078731.2025
SUBJECT: Items Approved Under Delegated Authority

RECOMMENDATION TO TRAFFIC COMMITTEE

The Committee notes the above Delegated Authority applications approved by Council staff under the TfNSW 'Instrument of Delegation and Authorisation' over the two-month period between January and March 2025.

DISCUSSION

The Representative for the Member for Macquarie Fields, advised that residents have raised concerns of sight distance issues particularly for left turn movements out of Niland Way into Mackellar Street. The representative requested if Council could investigate parking restrictions along this street of the road.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council notes:

1. Delegated Authority applications approved by Council staff under the TfNSW 'Instrument of Delegation and Authorisation' over the two-month period between January and March 2025.
2. Council to investigate the installation of parking restrictions to improve road safety for left turn movements out of Niland Way into Mackellar Street, Casula.

7. GENERAL BUSINESS ITEMS

GENERAL BUSINESS ITEMS

ITEM NO: GBI 01
FILE NO: 068786.2025
SUBJECT: WSIGP (Western Sydney Infrastructure Grants Program) Streetscape Projects Progress Update

RECOMMENDATION TO TRAFFIC COMMITTEE

The Committee notes the presentation and updated information package regarding the WSIG Project.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council notes the Liverpool Traffic Committee has reviewed the presentation and provided comments and feedback as appropriate.

ITEM NO: GBI 02
FILE NO:
SUBJECT: Maryvale Avenue, Lurnea – Proposed Left Turn restriction into Hoxton Park Road

DISCUSSION

Clr Green requested for a status update regarding the implementation of left turn restriction from Hoxton Park Road into Maryvale Avenue, as presented to a previous LTC Meeting.

TRAFFIC COMMITTEE RECOMMENDATION TO COUNCIL

That Council provides an update of the implementation of the left turn restriction from Hoxton Park Road into Maryvale Avenue, to the next LTC Meeting.

8 CLOSE

The Chairperson closed the meeting at 10:14am.

9 NEXT MEETING

Wednesday, 21 May 2025, Online, 9:30 am – 12:30 pm

AI 01	Adams Road, Luddenham - Proposed removal of 3T load limit and road upgrade works
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REPORTING OFFICER	Transport Engineer
TRIM FILE REF	121029.2025
ELECTORATE	Liverpool

REPORT BACKGROUND

Council has received an application from a developer to build the Luddenham Advanced Resource Recovery Centre (ARRC) at 275 Adams Road, Luddenham. As a part of the State Significant Development (SSD) works, it is proposed to upgrade Adams Road between the subject site and Anton Road. This will result in the removal of the existing 3T load limit and the upgrade of Elizabeth Drive and Adams Road intersection including development of the access road to the ARRC site.

The committee is requested to support implementation of the signage and line marking plan for the proposed Adams Road upgrade works and removal of 3T load limit as indicated in Attachment 1.

LOCATION

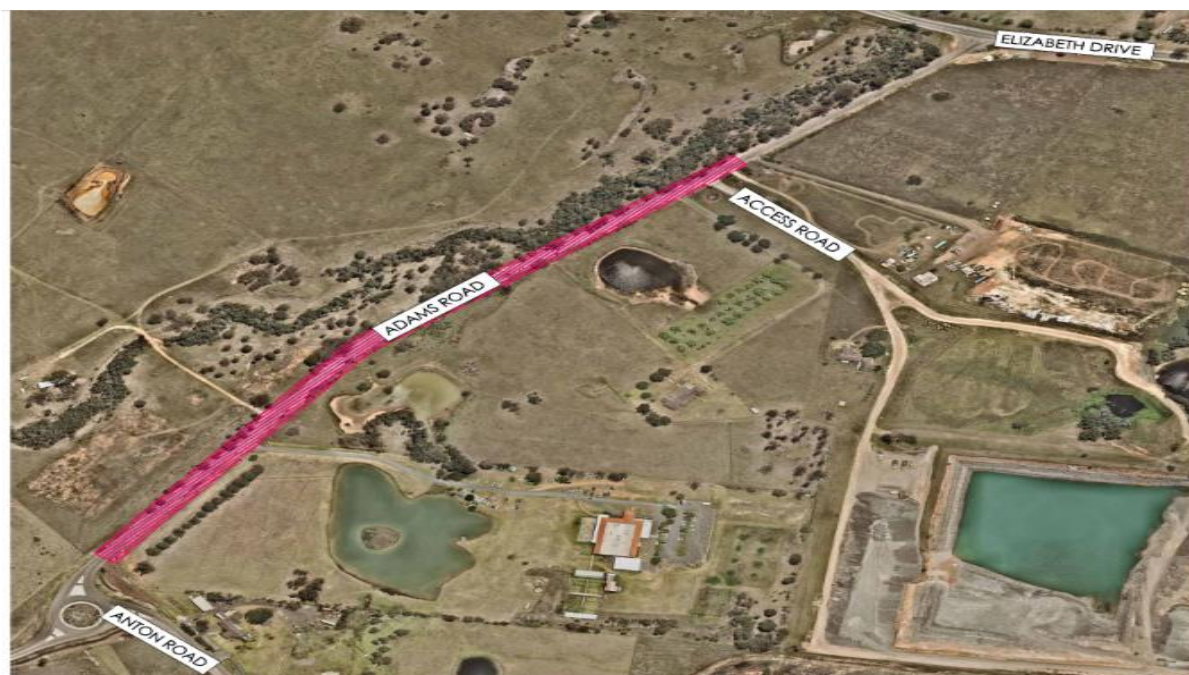


Figure 1: Location Plan and proposed road and intersection upgrade

ASSESSMENT

- Road Classification: Rural local road
- Road Width: Adams Road approximately 28m
- General Layout: Two-way, north-south divided road
- Crash Data: 1 as per available data during last 5 years
- Volume Data: Approx. 500 peak hour traffic vol.
- Speed Data: 70km/h
- Intersecting Roads: Elizabeth Dr., Anton Road and Access Road
- Bus Routes: NA
- Any Parking Restrictions: NA

ISSUES

The ARRC project is the development of an advanced waste recycling center. This center would process up to 600,000 tons of per annum (tpa) of waste for recycling and dispatching approximately 540,000 tpa of recycled products. The transportation of these products would be undertaken by 26m long B -double and 19m articulated vehicles. The existing road pavement capacity of 3t limit is inadequate for such heavy vehicles. Therefore, the road pavement needs to be upgraded to suit heavy vehicles. The council's pavement engineering section have reviewed the upgraded pavement design for the road works and found the design satisfactory.

While the Elizabeth Drive and Adams Road intersection would operate under an acceptable LOS (level of service) limit, traffic analysis of the ARRC Access Road and Adams Road intersection is yet to be submitted by the developer. The developer insisted that withdrawal of 3t load limit in Adams Road is independent of traffic situation at the intersection of Adams Road and ARRC access road.

The developer further acknowledges the broader planning context which the Transport Unit has identified and highlighted. The developer further informed Council that the ARRC project represents Stage 1 of a larger development program for the site. While Stage 1 was assessed under the former development controls, applicable prior to rezoning, future stages will be subject to the new SEPP and precinct plans, which include converting the existing driveway into a public collector road. At that stage, a full traffic impact assessment will be required, including intersection warrants in line with Austroads guidelines.

The Department of Planning, Housing and Infrastructure (DPHI) recommended that traffic safety and road congestion implications of the development can be appropriately managed by implementing conditions of consent which require close monitoring of the capacity of the evolving road network and limit the scale of operation if and as required.

TfNSW requested turn paths for the B-Double Truck movement. The path has been assessed for A-Doubles and is compliant. The swept path is provided below.



Figure 2: Swept path analysis for A-Double Truck movement

PROPOSAL

Council Traffic Staff have reviewed the line markings and signage plan for the subject road upgrade and deem them suitable for implementation.

The Committee is recommended to endorse the plans, with the exception of the intersection at Adams Road and ARRC access road which will have updated plans be presented to future LTC's consideration, subject to submission of a satisfactory traffic analysis in line with the relevant standards.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

There is no impact on pedestrian and cycling facilities.

BUS ROUTE IMPACT STATEMENT

There is no impact to bus services as there are no bus routes along Adams Road.

CONSULTATION

Not required.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. Implementation of the signage and line marking plan as indicated in Attachment 1, with exception of the Adams Road and ARRC Access Road intersection which will be considered at a future LTC.

ATTACHMENTS

1. 275 Adams Rd - Adams Rd Upgrade Signage & Linemarking Drawing(Rev A).pdf
2. RR-11-2025 stamped plans.PDF

AI 02	Proposed subdivision stage 1 & 2 of 1382-1402 Camden Valley Way, Leppington NSW 2179 - Line marking and signage plan
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REPORTING OFFICER Transport Engineer

TRIM FILE REF 131162.2025

ELECTORATE Leppington

REPORT BACKGROUND

The council has received a Traffic Facilities application from the Developer of the proposed subdivision stage 1 & 2 of 1382-1402 Camden Valley Way, Leppington. As a part of the development application process, the developer submitted line marking and signage plan for several priority intersections, new roads (Road 01 and 02) and new laneways (1,2,3) and roundabout at the intersection of Sangam Road and Crystal Palace Way.

The committee is requested to support the line marking and signage plans for the above-mentioned works at the proposed subdivision as indicated in Attachment 2.

LOCATION

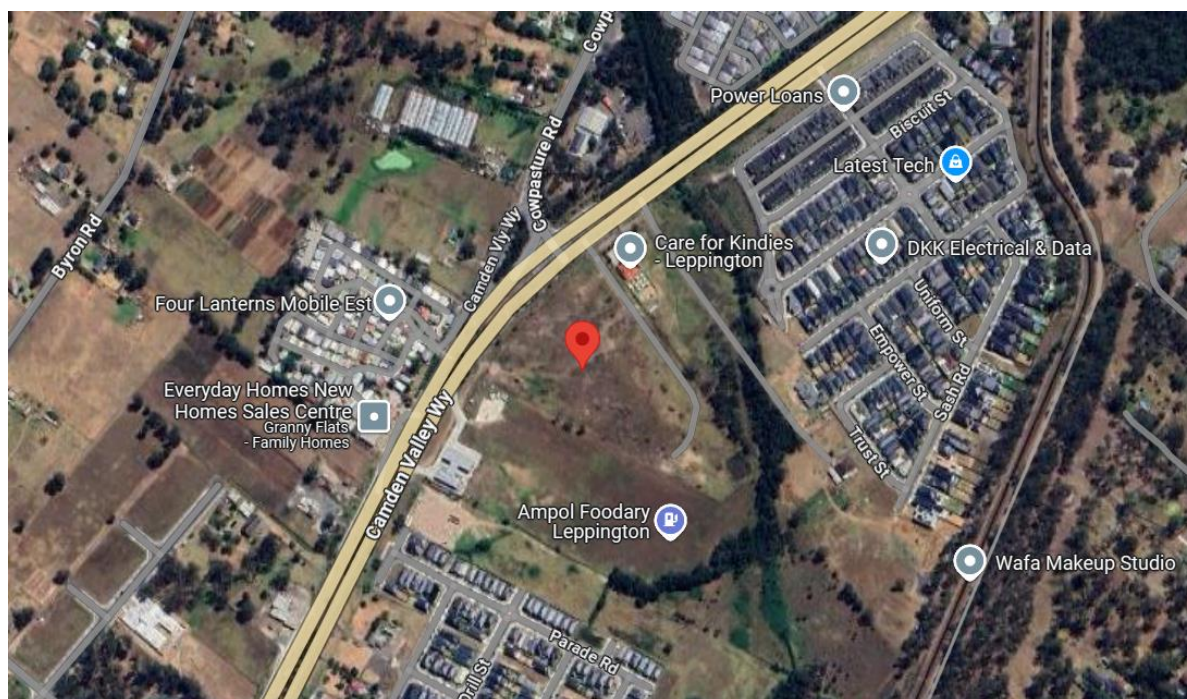


Figure 1: location plan

PROPOSAL

Council Traffic Staff have reviewed the submitted plan comprising:

- Road 01
- Road 02
- Laneway 01
- Laneway 02
- Laneway 03
- Several priority intersections

The plans have been deemed satisfactory for implementation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The implementation of the line marking and signage plans for the proposed new works as part of the subdivision (stage 1 & 2) of 1382-1402 Camden Valley Way, Leppington as indicated in Attachment 2

ATTACHMENTS

1. Proposed subdivision - 1382-1384 CAMDEN VALLEY WAY, LEPPINGTON
NSW 2179 - TF-42 2024.PDF

AI 03	Edmondson Park - Proposed LANDCOM Precinct 3 Stage 2 Civil and Infrastructure - Linemarking and Signage Plan
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REPORTING OFFICER	Transport Engineer
TRIM FILE REF	140255.2025
ELECTORATE	Macquarie Fields

REPORT BACKGROUND

Council has received a development application (TF-12/2025) from Landcom for Subdivision works to create 158 allotments and 8 super lots. The works include, but are not limited to, earthworks, roadworks, drainage, services reticulation, landscaping, and retaining wall construction. The proposed site is located at the corner of Campbelltown Road, MacDonald Road and Zouch Road (Fig. 1)

The committee is requested to support these plans as indicated in Attachment 3.

LOCATION

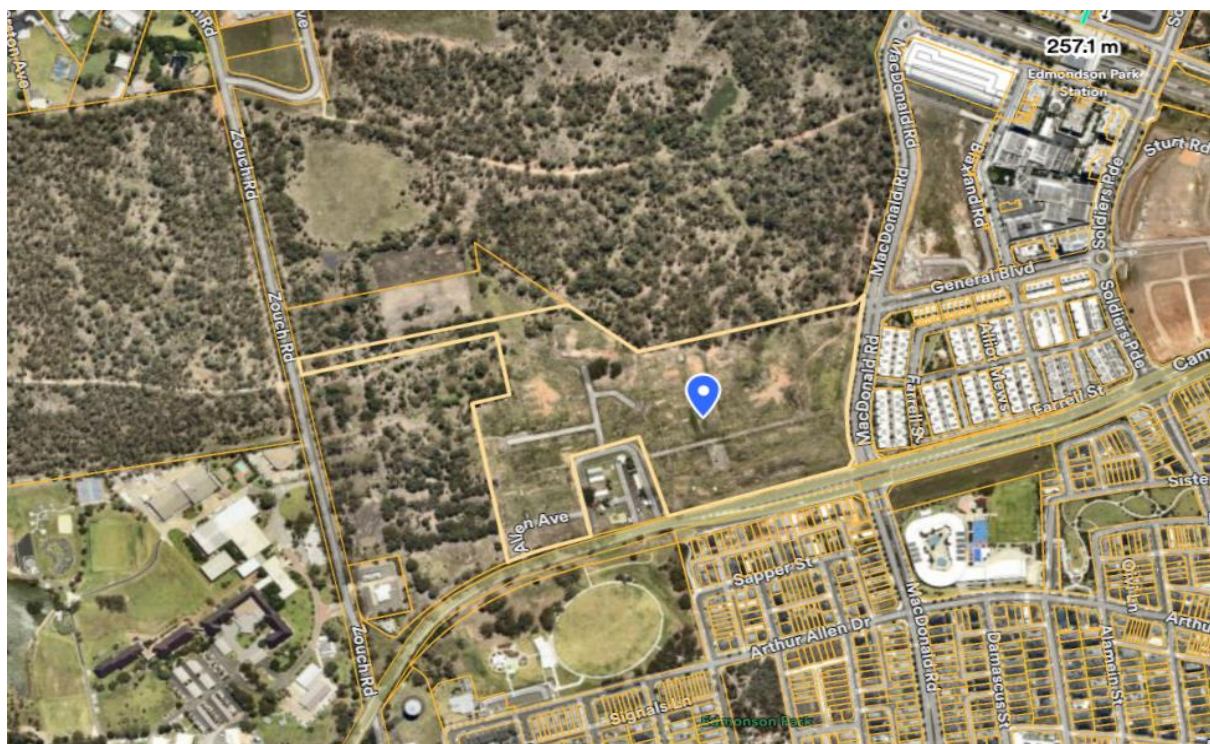


Figure 1: Location Plan

PROPOSAL

Council Traffic Staff have reviewed the following works as proposed by the developer

- 1) Roundabout at the corner of Road 3, Road 7 and Road 1
- 2) Several priority intersections
- 3) Laneways
- 4) Road segments including shared paths and footpaths
- 5) Priority intersection at Caesar Boulevard and General boulevard (future signalised intersection)

The plans are deemed suitable for implementation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will improve pedestrians and cycling movements as it provides shared paths and footpaths including tree canopies within the subdivision.

BUS ROUTE IMPACT STATEMENT

This proposal does not include any bus routes or bus zones.

CONSULTATION

Not required.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The implementation of the line marking and signage plan for the proposed LANDCOM development for Precinct 3, Stage 2, as indicated in Attachment 3.

ATTACHMENTS

1. 22-514-SWC ED PARK P3-SIGNAGE PLAN.pdf

AI 04	Cartwright Avenue outside Busby Fire Station - Upgrade of central median island
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REPORTING OFFICER	Transport Engineer
TRIM FILE REF	136024.2025
ELECTORATE	Liverpool

REPORT BACKGROUND

Council has received concerns from the community regarding unsafe pedestrian and vehicular movements in Australis Avenue between Daintree Drive and Conroy Drive, Wattle grove. The subject section of Australis Avenue comprises an existing pedestrian crossing and two roundabouts which need to be upgraded for road safety and the amenity of road users.

The Committee is requested to support the proposal as indicated in Attachment 5.

LOCATION

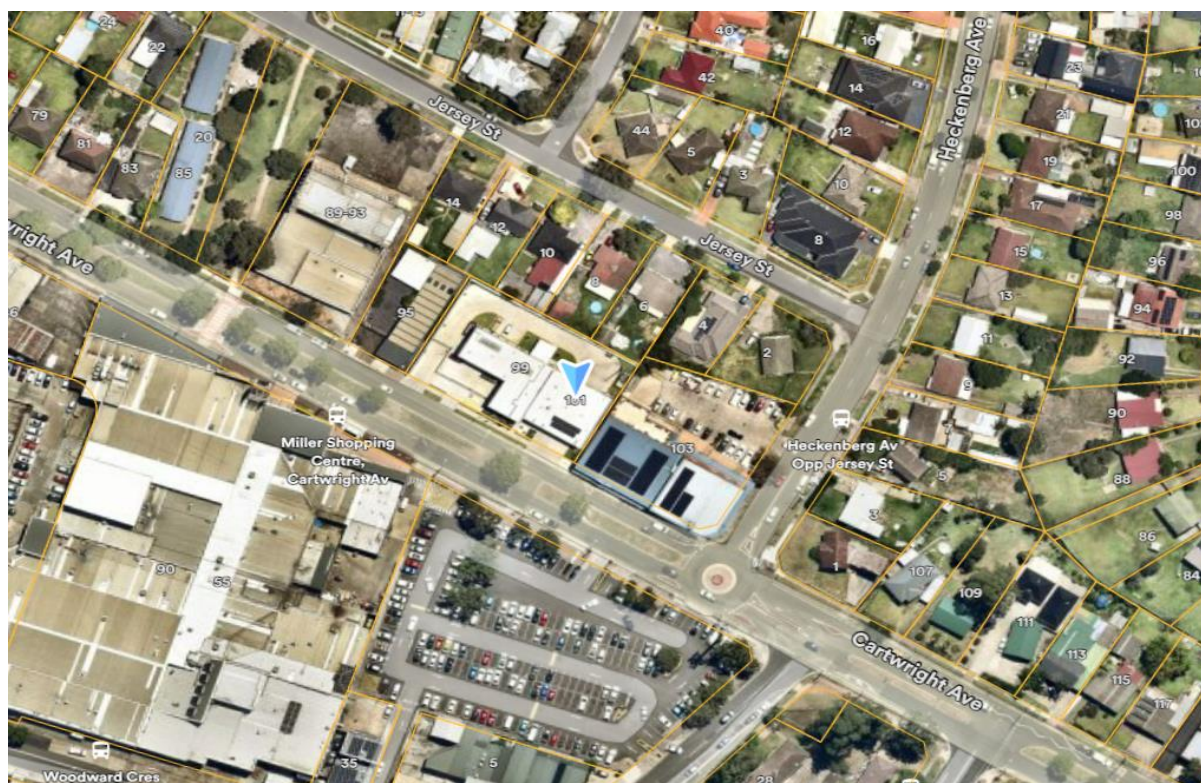


Figure 1: location plan

ASSESSMENT

- Road Classification: Cartwright Avenue is a local/collector road
- Road Width: Approximately 17m, consisting of travel lanes, median island and parking lanes
- General Layout: Two-way road north-west to south-east
- Crash Data: Three casualty crashes
- Volume Data: approximately 9000 AADT
- Speed Data: less than 50km/h
- Intersecting Roads: Busby road, Heckenberg Avenue, Maxwell Avenue
- Bus Routes: Yes

ISSUES

It has been observed that the emergency fire vehicles are having difficulty accessing the Busby Fire Station from Cartwright Avenue.

PROPOSAL

Council Traffic Staff propose the following works be implemented.

- Provision of widened median opening to allow fire trucks to enter and exit via Cartwright Ave Westbound.
- Extended median proposed to be infilled with landscaping to match existing treatment.
- Realignment of 'Keep Clear' zones to align with updated driveway location and to allow for emergency vehicle turn paths. This results in an additional ~10m of parking on Eastbound side and reduction of ~4m of carparking on Westbound side.
- Relocation of 'No U Turn' and 'Emergency Vehicles excepted' signage.
- Provision of new line marking, reinstating existing line marking and removal of redundant line marking where necessary.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have no impact on pedestrians and people cycling

BUS ROUTE IMPACT STATEMENT

This proposal will have no impact on Bus Routes:

CONSULTATION

Consultation is not required.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The line marking and signage plan for the proposed modification of the central median island and associated works in Cartwright Avenue, as indicated in Attachment 4.

ATTACHMENTS

1. COMBINED_PLANS_Cartwright Busby Fire station_290425.pdf

AI 05	Australis Avenue between Daintree Drive and Conroy Road, Wattle Grove - Proposed traffic facilities
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REPORTING OFFICER	Transport Engineer
TRIM FILE REF	121005.2025
ELECTORATE	Holsworthy

REPORT BACKGROUND

Council has received concerns from the community regarding unsafe pedestrian and vehicular movements in Australis Avenue between Daintree Drive and Conroy Drive, Wattle grove. The subject section of Australis Avenue comprises an existing pedestrian crossing and two roundabouts which need to be upgraded for road safety and the amenity of road users.

The Committee is requested to support the proposal as indicated in Attachment 5.

LOCATION

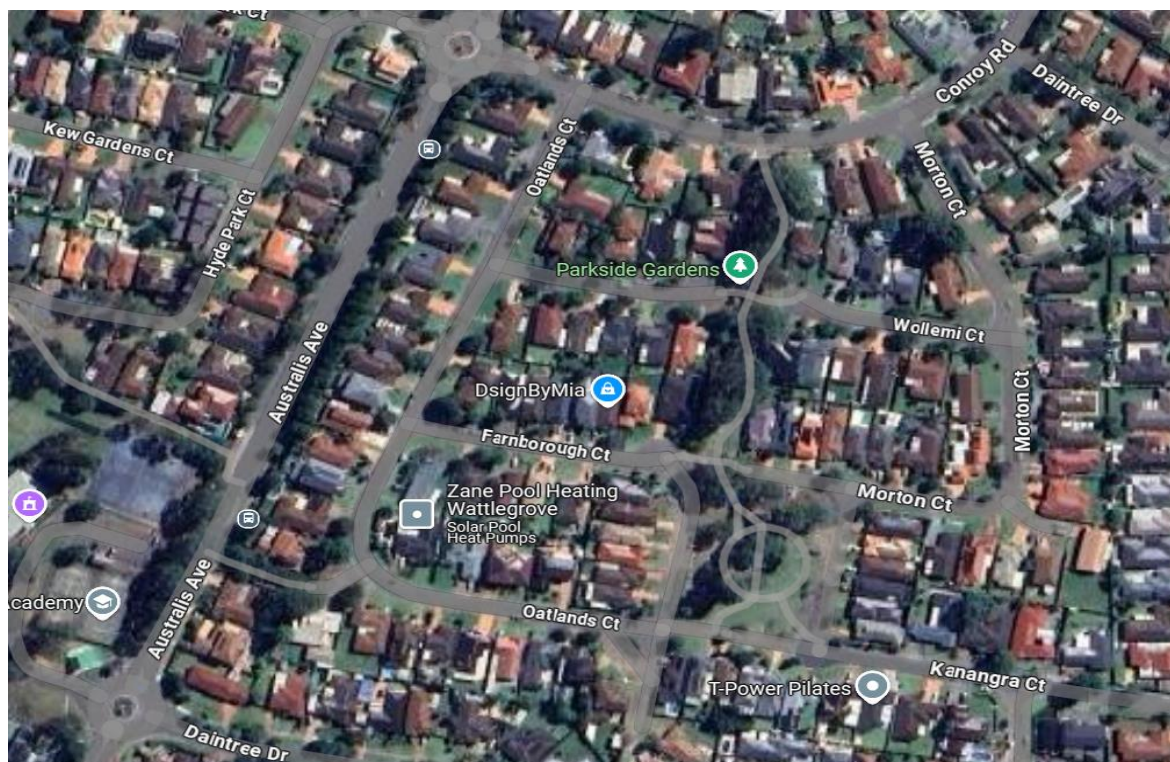


Figure 1: Location Plan

ASSESSMENT

- Road Classification: Australis is a local collector road
- Road Width: approximately 10m
- General Layout: Two way north south road with kerbside parking
- Crash Data: 3 crashes during last 5-year period
- Volume Data: approximately AADT 8600
- 85th Speed Data: approximately 60km/h
- Intersecting Roads: Conroy Road and Daintree Drive
- Bus Routes: Yes

ISSUES

The existing pedestrian crossing on Australis Avenue provides a link for pedestrians, particularly school children, travelling to and from Wattle Grove Public School and Wattle Grove Youth Center, Tennis Club and Australis Park.

Furthermore, there have been 3 reported crashes at the two roundabouts at the Conroy Road and Daintree Drive intersections due to traffic volume and conflicts between road users.

Hence, the existing pedestrian crossing and above-mentioned roundabouts are proposed to be upgraded.

PROPOSAL

Council Traffic Staff propose:

- Replacement of existing crossing with the raised marked pedestrian crossing
- Modification of two roundabouts at Conroy Road and Daintree Drive intersections by incorporating raised thresholds, updating raised median with pedestrian refuges at the approaches and updating central islands with line marking and signages.

Council Staff have prepared the plans and deem them suitable for implementation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will improve the safety of pedestrians and cyclists.

BUS ROUTE IMPACT STATEMENT

This proposal will have no impact on Bus Routes.

CONSULTATION

Consultation with the affected residents will be undertaken prior to the installation of the devices.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The replacement of the existing crossing with a raised marked pedestrian crossing with associated signage and line marking as indicated in Attachment 5.
2. Modification of the two roundabouts at Conroy Road and Daintree Drive, with associated signage and line markings as indicated in Attachment 5.

ATTACHMENTS

1. Australis Avenue - Civil, Signage and Line Marking Plan.pdf

AI 06	Jardine Drive, Edmondson Park - Line marking and signage plan for the proposed road and culvert upgrade
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**REPORTING
OFFICER**

Transport Engineer

TRIM FILE REF

120970.2025

ELECTORATE

Macquarie Fields

REPORT BACKGROUND

Council's project delivery team submitted line marking and signage plan for the proposed road and culvert upgrade in Jardine Drive between Wakeling Drive and Rynan Avenue in Edmondson Park.

The committee is requested to support the proposed line marking and signage plans for the above-mentioned road and culvert upgrade with associated intersection controls as indicated in Attachment 6.

LOCATION



Figure 1: Location of subject works in Jardine Drive.

ASSESSMENT

- Road Width: 7.0m with 2.5m parking lane
- General Layout: Two-way, part north-south and part east-west
- Crash Data: 1 Non casualty crash
- Volume Data: AADT 2405
- Speed Data: approximately 60km/h
- Intersecting Roads: Wakeling Drive, Diamond Hill Circuit, Talana Hill Drive, Rynan Avenue.
- Bus Routes: NA
- Any Parking Restrictions: kerb side parking available

ISSUES

The current road work was initiated by the Council's Delivery Team to upgrade the two-way Jardine Drive with 3.5m wide travel lane, 2.5m parking lane and 1.5m footpath on either side of the road. The culvert on the road is also proposed to be built over Cabramatta Creek.

PROPOSAL

Council Traffic Staff have reviewed the line marking and signage plan for the following road infrastructure and traffic facilities.

- Priority intersections at Wakeling Drive, Diamond Hill Circuit, Talana Hill Drive, Rynan Avenue.
- Pavement marking along with curve alignment markers, no stopping restriction along the subject road and side road intersections.
- Culvert approach signages

The plans are deemed to be satisfactory subject to the markups included in Attachment 6 being provided on an updated set of drawings.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will assist with improved pedestrian movement.

Cycling facilities are not provided.

BUS ROUTE IMPACT STATEMENT

The proposal will have no impact on Bus Routes.

CONSULTATION

Consultation is not required.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The implementation of the proposed line marking and signage plans with associated intersection controls as indicated in Attachment 6.

ATTACHMENTS

1. Jardine Dive - Signage and Line Marking Plan - Mark Up

AI 07	Graham Avenue, Reserve Road and Grove Street intersection, Casula - Modification of Roundabout
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REPORTING OFFICER Transport Engineer

TRIM FILE REF 136025.2025

ELECTORATE Holsworthy

REPORT BACKGROUND

Council has received a number of concerns from the Community regarding the roundabout at the intersection of Graham Avenue, Reserve Road and Grove Street, Casula. To improve the safety for road users, it is proposed to modify the roundabout by introducing raised median islands and improve the line marking and signages.

The committee is requested to support the line marking and signage plan as indicated in Attachment 7.

LOCATION

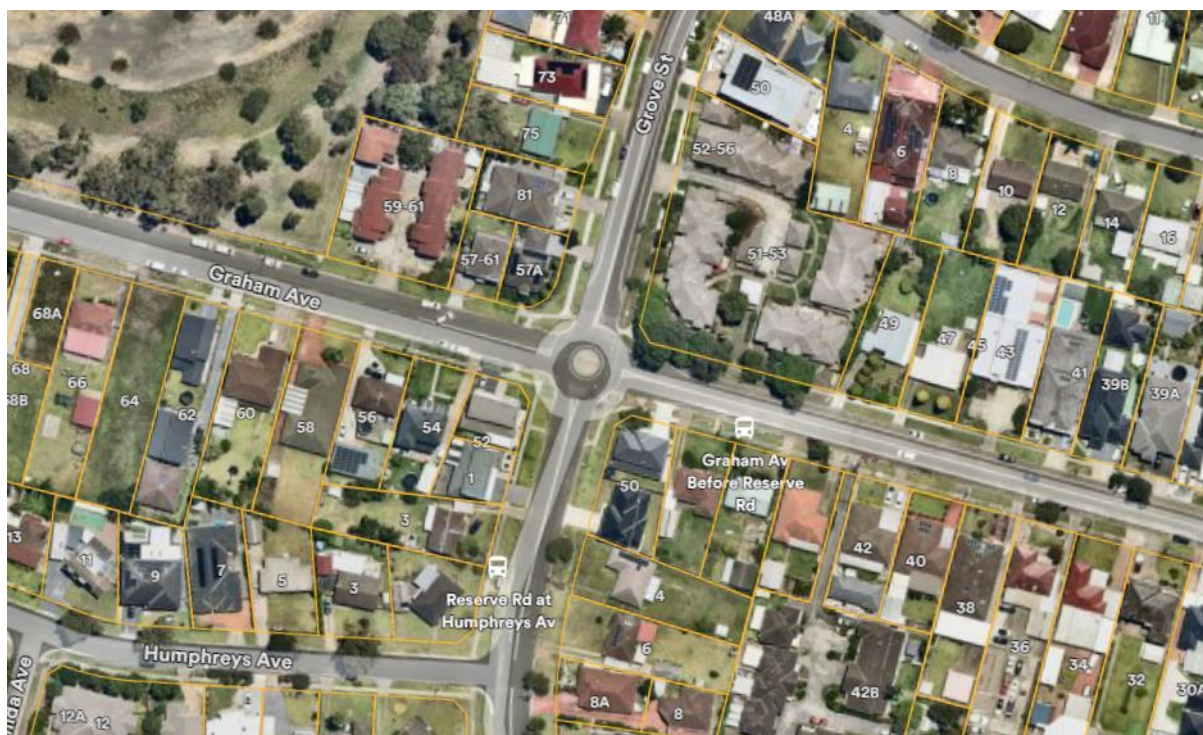


Figure 1: location plan

ASSESSMENT

- Road Classification: Grove Street, Reserve Road are local roads and Graham Avenue is local/collector road
- Road Width: Approximate road width of Graham Avenue 10.50m, Reserve Road 10m and Grove Street 10.50m
- General Layout: While Graham Avenue is a two way east-west road & bus route with kerbside parking, Grove Street and Reserve Road are two-way north-south road with kerb side parking
- Crash Data: There have been several crashes including serious injury crash
- Volume Data: approximately AADT 3360 in Graham Ave. as per 2020 traffic count
- Speed Data: approximately 60km/h in Graham Avenue,
- Intersecting Roads: Graham Avenue, Reserve Road and Grove Street
- Bus Routes: along both Graham Avenue and Reserve Road

ISSUES

As mentioned above, the 85th percentile speed in Graham has been approaching 60km/h and the intersection had witnessed several crashes including serious injury one. As a result, speed control devices are being proposed.

PROPOSAL

Council Traffic Staff propose to install raised platform / thresholds at the approaches of the roundabout at Graham Avenue, Reserve Road and Grove Street intersection including modification of raised median islands and improvement of line marking and signage.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have no impact on pedestrians and bicycle riders.

BUS ROUTE IMPACT STATEMENT

The proposal will have no impact on Bus Routes.

CONSULTATION

Not required

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The line marking and signage plan for the modification of the roundabout at the intersection of Graham Avenue, Reserve Road and Grove Street, as indicated in Attachment 6

ATTACHMENTS

1. 2025-014_Graham Avenue, Casula _Concept.pdf

AI 08 Festival of Chariots - Bigge Park, Liverpool CBD

REPORTING OFFICER Transport Engineer

TRIM FILE REF 138212.2025

ELECTORATE Liverpool

REPORT BACKGROUND

Council has received an application from the event organizers of Festival of Chariots to hold their annual event, including the associated street parade with road closures. The Parade will start and end at Bigge Park on Bigge Street and is anticipated to occur on Sunday 29 June 2025, from 11 am.

The Committee is requested to support the street parade and associated rolling road closures and classify the event as a Class 2 special event.

LOCATION

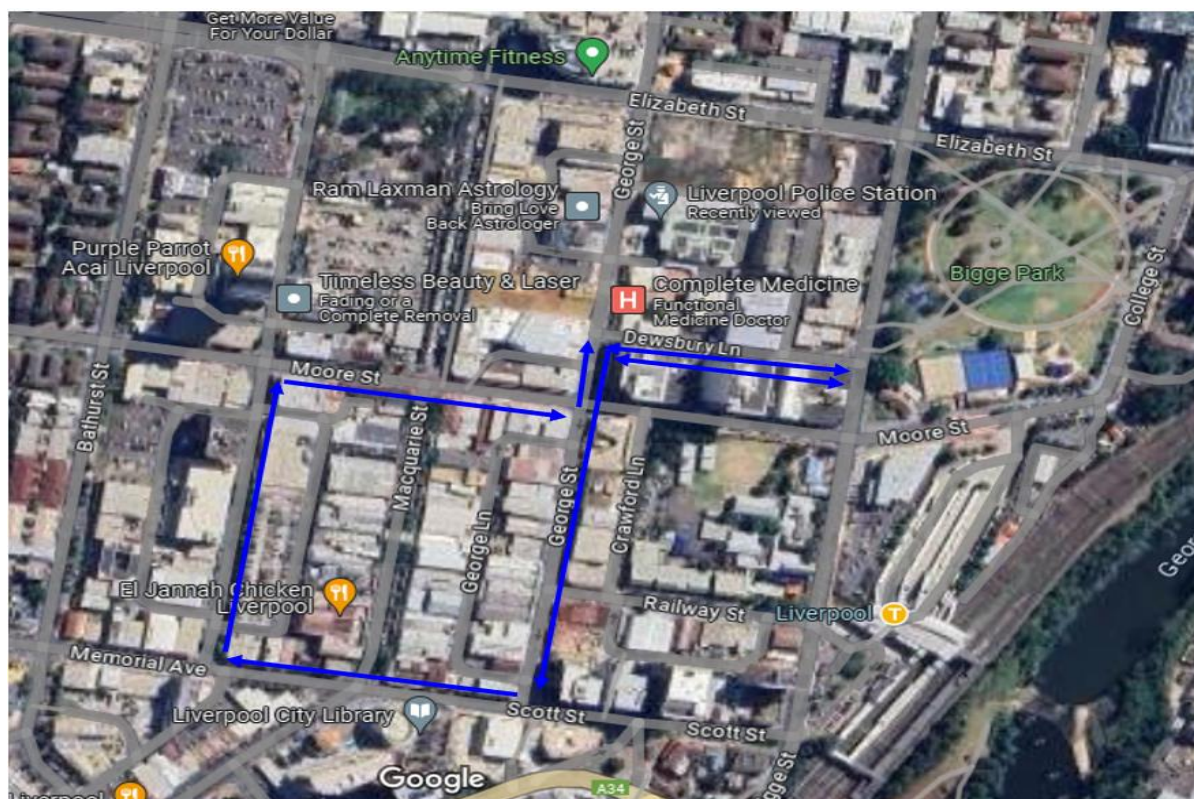


Figure 1: Proposed route of the parade.

ASSESSMENT

The proposed annual event is a community event, involving a street parade organised by Festival of Chariots.

Due to a number of concerns raised by the Bus Service provider and the Police in relation to management of the event and the impact on bus services, the route has been modified to reduce the time of the patrons on Moore Street.

The road closures will be staggered to ensure minimal impact on the local streets, by reducing the timed closure of each affected street.

The rolling closures will be located on Bigge Street, Moore Street, Dewsbury Lane, College Street, George Street, Scott Street, Macquarie Street and Northumberland Street intersections.

The procession route is as follows:

- Start from Bigge Park and walk west along Dewsbury Lane
- Turn south on George Street
- Turn west on Memorial Avenue/ Scott Street
- Turn north on Northumberland Street
- Turn east on Moore Street
- Turn north at George Street to turn east along Dewsbury Lane to end up at Bigge Park after crossing Bigge Street

PROPOSAL

In accordance with the TfNSW Special Event Guidelines, taking into consideration the scale and nature of the street parade, the Council considers the event is to be a Class 2 special event, and the following conditions apply:

- a. Management of the road closures. Confirmation required from the NSW Police Force if it is to be managed by the police.
- b. Preparation and submission of a special event traffic management plan to the TfNSW for endorsement.
- c. The event organisers are to work with Council, the Police and the local bus company in the lead up to address local community concerns and minimise the traffic impacts.
- d. Community notification via letter box drop to the residents/business that would be affected or advertisement via variable message signs of the event one week prior to the event.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have no impact on pedestrians and people cycling.

BUS ROUTE IMPACT STATEMENT

The street parade would affect bus services along the specified roads. The impact of the street parade on the bus services is to be included in the Special Event Traffic Management Plan. Based on staggered road closures, the impact should be kept to a minimum.

CONSULTATION

Event organizers will be responsible for community notification via letter box drop to the residents/business that would be affected or advertisement via variable message signs of the event one week prior to the event.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

1. The classification of the event as a Class 2 Special Event with all associated conditions including:
 - a. Police approval for the management of road closures as indicated in TCP.
 - b. Advertisement of the event via VMS Boards for at least 7 days prior to the closure.
 - c. The applicant to obtain a Road Occupancy Licence from the Transport Management Centre.
 - d. Submission of Certificate of Currency for Liability Insurance
 - e. Council liaises with the event organisers, Police and local bus company to ensure that traffic impact of the event is minimised.
 - f. Event organizers will be responsible for community notification via letter box drop to the residents/business that would be affected or advertisement via variable message signs of the event one week prior to the event.

ATTACHMENTS

1. Festival of Chariots - Signage Setup
2. Festival of Chariot 2025 - Rolling Closure TMP

AI 09	Status Update on LTC Approved Items
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REPORTING OFFICER	Assistant Transport Engineer
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TRIM FILE REF	079017.2025
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ELECTORATE	Multiple
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REPORT BACKGROUND

Council at its Ordinary Meeting resolved for Council to provide a status update list of road projects and traffic facilities that have been approved by the Liverpool Traffic Committee in the past two years.

Staff across departments have compiled a list outlining the status of projects that are in a pipeline of works to be undertaken by Council or Developers.

Note: The summary table is a live document and will continue to be updated and reported back to the Committee on an ongoing basis.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the tabled items that have received LTC approval in the last three-year period.

ATTACHMENTS

1. Liverpool Traffic Committee - Approved Traffic Facilities Database

AI 10	Items Approved Under Delegated Authority
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REPORTING OFFICER Assistant Transport Engineer

TRIM FILE REF 147323.2025

ELECTORATE Multiple

REPORT BACKGROUND

This item provides a summary of minor traffic facilities that have been approved under the 'TfNSW Instrument of Delegation and Authorisation - Traffic Management and Pedestrian Works - Temporary Delegated Authority (No.2)' by Council staff over the two-month period, between April 2025 and May 2025.

Delegated Authority No.	Location	Description of Proposal
2025.018	Ernest Avenue, Chipping Norton	Installation of Timed Bus Zone
2025.019	Bumbera Street and Mullenderree Street intersection, Prestons	Installation of BB and NS Line markings
2025.020	30-40 Alfred Road, Prestons	Relocation of existing No Stopping and Truck Signs as part of the industrial development
2025.021	88-90 Woodlands Road, Liverpool and 34 Marsden Road, Liverpool	Installation of signs and line marking as part of Childcare Development
2025.022	Reilly Street, Lurnea	Installation of reflective warning signs
2025.023	30 Kelly Street, Austral	Subdivision (TF-47/2024)
2025.024	215 Badgerys Creek Road, Bradfield	Subdivision (TF-52/2024)

RECOMMENDATION TO TRAFFIC COMMITTEE

The Committee notes the above Delegated Authority applications approved by Council staff under the TfNSW 'Instrument of Delegation and Authorisation' over the two-month period between April 2025 and May 2025.

ATTACHMENTS

Nil

GBI 01	No Left turn into Maryvale Avenue from Hoxton Park Road - TMP
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REPORTING OFFICER	Transport Engineer
TRIM FILE REF	132175.2025
ELECTORATE	Liverpool

REPORT BACKGROUND

At its meeting on 20 March 2024, Liverpool Local Traffic Committee (LTC) considered and supported restricting the timed left turn movements from Hoxton Park Road into Maryvale Avenue, subject to approval of the required Transport Management Plan (TMP).

A TMP has been prepared to provide information on implementation of left turn restriction (6AM-10AM MON-FRI) from Hoxton Park Road into Maryvale Avenue, as indicated in the signage plan below and submitted to TfNSW for its review.

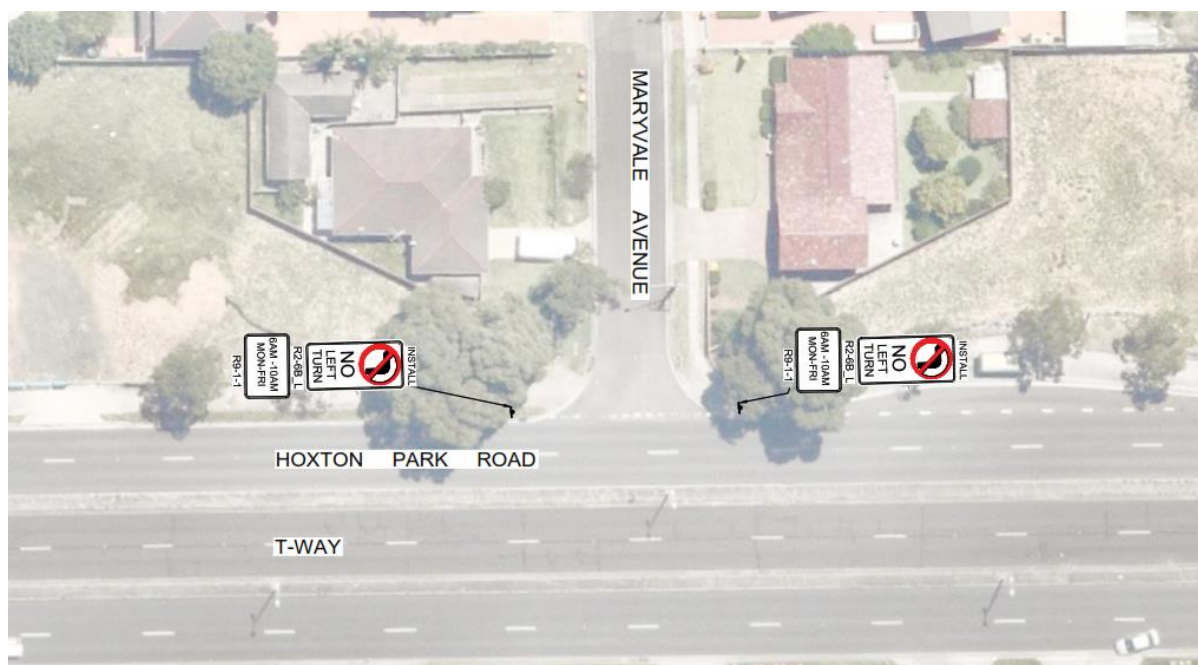


Figure 1: Approved signage and line marking plan

Results of a recent traffic count carried out on 12 March 2024 for 4-hour duration from 6 am to 10 am show the following morning peak hour traffic volumes (Table 1), from Hoxton Park Road into Maryvale Avenue.

AM Peak time	AM Peak volume
6.00 -10 am	994 vehicles

Table 1: Peak Assessment

From the above traffic counts, approximately 994 vehicles would be diverted to travel nearly 270m to the signalised intersection of Hoxton Park Road and Flowerdale Road following the implementation of the left turn restriction.

TfNSW has been requested to review the TMP to approve / provide comments if any.

RECOMMENDATION TO TRAFFIC COMMITTEE

The Committee is to note that the turn restriction is approved, subject to final review and approval by TfNSW.

ATTACHMENTS

1. TMP - Hoxton Park Road into Maryvale Avenue, Liverpool – Request for No Left.docx

GBI 02 | Elizabeth Hills and Cecil Hills - LATM Update

**REPORTING
OFFICER** Transport Engineer

TRIM FILE REF 136023.2025

ELECTORATE Liverpool

REPORT BACKGROUND

At its January 2025 meeting, the Liverpool Local Traffic Committee discussed the ongoing investigation to adopt the preferred Local Area Traffic Management (LATM) options, to be placed in Elizabeth Hills suburb.

Since physical devices, by way of speed humps, in Regentville Drive, Elizabeth Hills, are unable to reduce traffic volume, Council approached Transport for New South Wales (TfNSW) to introduce a 40km/h speed zone within the relevant suburbs to discourage high traffic volume.

In response to install a 40km/h speed zone in Feodore Drive, Cecil Hills, TfNSW replied "Changes to the posted speed limit are based on technical considerations and speed zoning principles as outlined in the NSW Speed Zoning Standard and therefore should not be based on the desires/pressure of residents where other interventions would be more effective and appropriate."

TfNSW advised council to employ suitable speed control devices in the local streets that would promote the target speed of 40km/h prior to consideration of the speed zone change.

Council is now proposing to install "speed check" dynamic signs to manage driver behaviour and use Feodore Drive as a test case. Council is considering to purchase these dynamic signs units. Already one such sign is available in George Street at the approach of raised pedestrian crossing, just outside the Liverpool Police Station.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the ongoing investigations and collaboration with Council Staff and TfNSW.

ATTACHMENTS

Nil

GBI 03**Major new estate development applications -
Traffic Control measures****REPORTING
OFFICER**

Transport Engineer

TRIM FILE REF

076183.2025

ELECTORATE

Liverpool

REPORT BACKGROUND

Council has received concerns from a Councillor about traffic control measures to be adopted in major developments in the Liverpool LGA to self-enforce a driving speed of 40km/h as a part of condition to all new major development applications.

This will reduce the requests from the community later during post development years, regarding speed hump installations or any other speed control devices.

Council's Traffic Staff will determine the feasibility of such a condition in consultation with other relevant departments, including the Planning, Development Assessment and Development Engineering teams.

Thereafter, Committee would be updated about the outcome of the investigation.

RECOMMENDATION TO THE TRAFFIC COMMITTEE

That the Committee note that the Council staff will investigate the concerns raised and consult with all relevant internal stakeholders such as Planning, Development assessment and engineering team

ATTACHMENTS

Nil

GBI 04

Carnes Hill Aquatic and Recreation Centre project - WSIGP (Western Sydney Infrastructure Grants Program) project

**REPORTING
OFFICER**

Transport Engineer

TRIM FILE REF

148258.2025

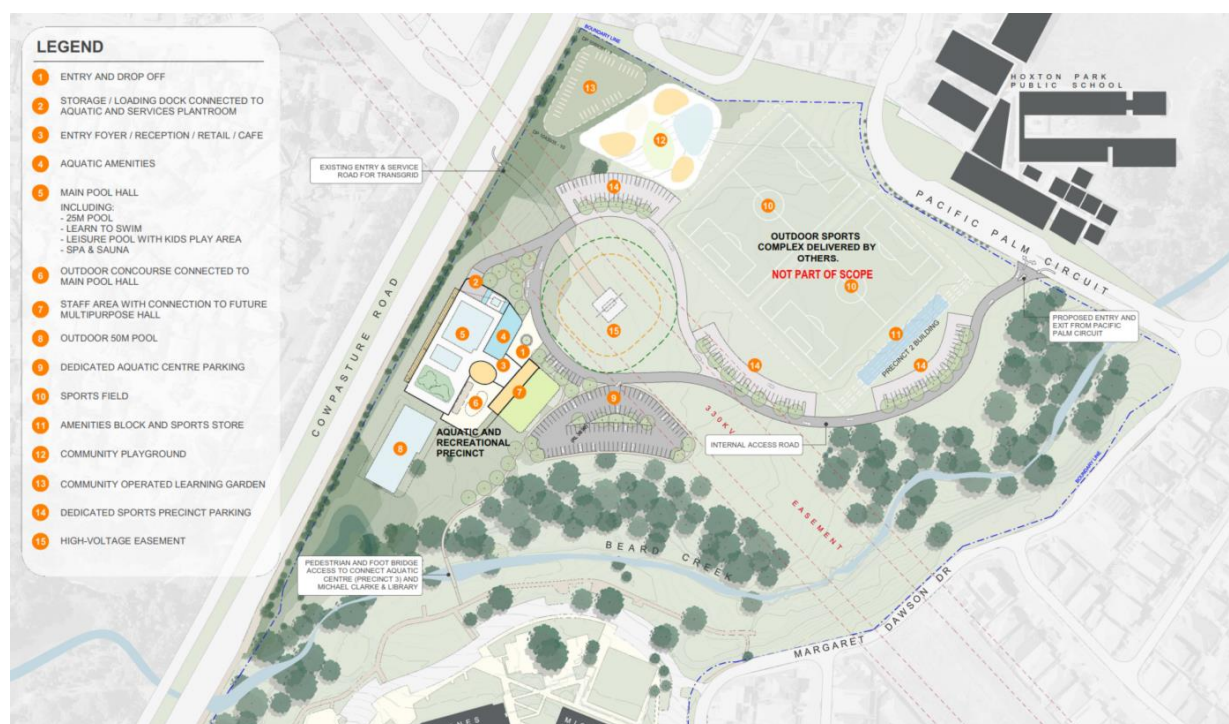
ELECTORATE

Liverpool

REPORT BACKGROUND

In February 2023 the Council was advised of the successful Western Sydney Infrastructure Grant application which included \$53.4 million for Liverpool City Council to deliver the Carnes Hill Aquatic and Recreational Centre project. This project sits between the existing Carnes Hill Community precinct which includes the Michael Clarke Recreation Centre, a library, community center, skate park, café, outdoor water-play area, as well as a public plaza and the Outdoor Sports Complex to the north.

The new facility is designed to be welcoming for all people of all backgrounds and abilities, to enable activity to become a key part of life to shape the sense of identity and enhance the health and wellbeing of residents.



Due to current budget constraints, some inclusions have been staged for future implementation to ensure a balanced approach to development without compromising the project's overall vision.

Items shown as Stage 1 below are proposed to be delivered with the WSIG grant fund within this Development Application. Priority items should funds become available during the CHARC project delivery are highlighted in orange as stage 1b, while stages 2 & 3 require additional funding sources and have been excluded from the WSIG project scope, however investigative work is being conducted to facilitate the future implementation of these items

Funding Source	Inclusions	Delivery Stage
WSIG Grant + Internal Reserve	Indoor 25m Pool	Stage 1
	LTS Pool	Stage 1
	Splash Play	Stage 1
	Café/ Restaurant	Stage 1
	Parking & loop road	Stage 1
Priority items – if funds become available	Spa & Sauna	Stage 1b
	Boardwalk Connections	
	Expanded Play equipment	
Additional funding to be acquired	Multipurpose Hall	Stage 2
	Indoor 50m Pool	Stage 3
	Access road	Stage 1
S7.11 Contribution Plan	Sports Fields	Delivered by the Open Space Project team. Will be assessed under an REF separate to this application.
	Basketball Courts	
	Playground	
	Amenities Buildings	
	Parking	

CURRENT PROJECT STATUS

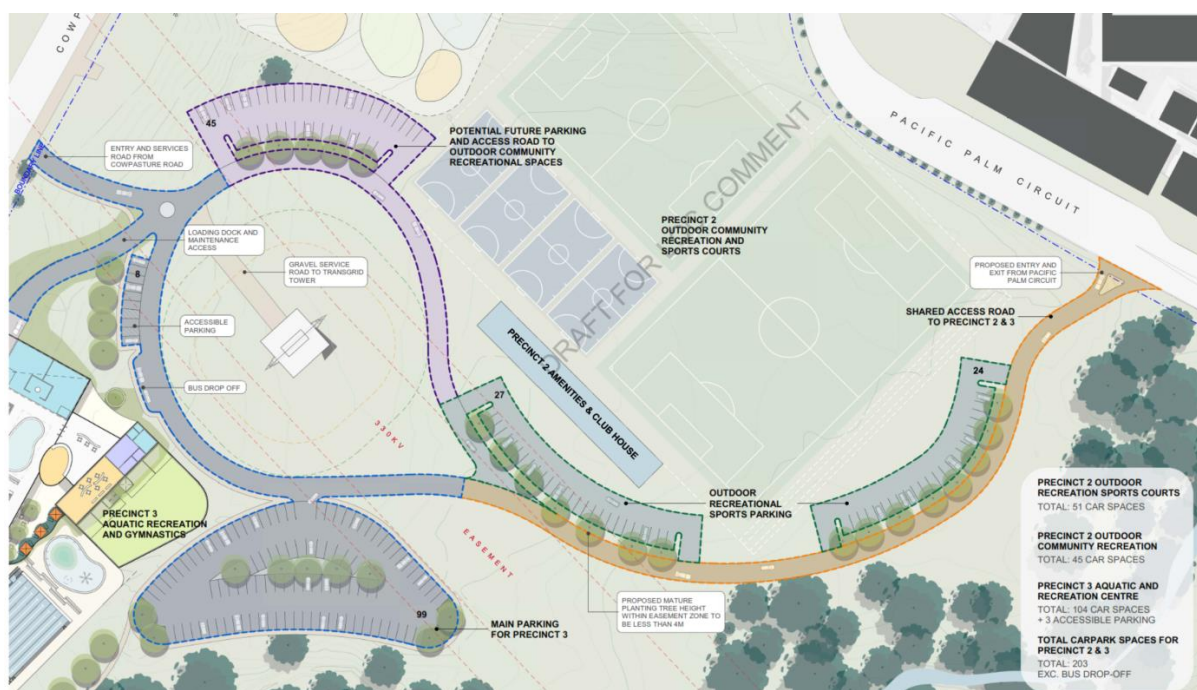
The project team submitted the revised masterplan to the Council for endorsement in November, followed by a public exhibition period of 46 business days. The masterplan was adopted by the Council on the 26 February 2025.

Council's project team has since commenced the concept design phase alongside the Architect, Brewster Hjorth and specialist subconsultant team. This process includes value management exercises to optimise costs and efficiencies, as well as stakeholder workshops with internal Council teams to ensure the design aligns with operational needs, community expectations, and LCC's long-term goals. LCC is scheduled to lodge the Development Application for the aquatic centre in late July 2025.

TRAFFIC PROPOSAL

The proposed entry for the Aquatic and Recreation facility is through Pacific Palms Circuit. This access way will be shared with the sports fields and playground facilities which will be delivered by a separate team.

The Carnes Hill Aquatic and Recreation Centre will be providing 107 on-grade car parking spaces dedicated to the use of the aquatic centre which includes 3 accessible car spaces close to the entrance. There is also a dedicated bicycle rack to encourage the use of the cycleways along Cowpasture Road. The sports fields are proposed to have their own dedicated car parking spaces as required under legislation, although the review of their provisions is not within the WSIG scope.



Liverpool Council's DCP has no criteria in relation to aquatic centres. The parking survey data from the comparable existing facilities provided by the traffic engineer indicates that a range between 90-100 would be an appropriate amount of parking for a centre of this size. The traffic engineers at TTPA have undertaken detail surveys at similar existing facilities with their findings summarised below:

1. Leichhardt Park Aquatic Centre:

- 6 pools (indoor and outdoor heated, Olympic size pool, 2 children's pools and dive pool)
- Hypnotherapy pool
- Large gym with health club, cardio and weights areas as well as group exercise area and dance classes
- Shop and café

- Creche

The parking area has some 232 spaces; however, this also provide for events and training etc at the adjacent Leichhardt Oval. Traffic/parking surveys were undertaken at the Leichhardt Aquatic Centre on Wednesday 15/12/2021.

2. Annangrove Aquatic & Leisure Centre:

- Coulter Swimming Centre
- Pool hall with 2 x 25m pools (total 12 lanes)
- 24/7 Plus Fitness gym

The centre has 82 parking spaces provided.

3. The Hills Sports Fitness and Aquatic Centre:

- Aquabliss swimming centre
- Snap 24/7 gym
- Indoor soccer, netball and cricket facilities
- Sydney Physio & Allied Health

The Centre has 60 parking spaces provided.

Leichhardt Aquatic Centre is significantly larger than the proposed facility, which will be similar to the Annangrove and The Hills.

CONSULTATION

The project team have consulted with the following stakeholders:

1. Hoxton Park Public School:

- a. Raised concerns over the previous entry point at the bend of Pacific Palms Cct and the “rat run” it will create where people will attempt to use it as a shortcut from Cowpasture Rd and increase the traffic in the neighbourhood streets.
 - i. This was noted and amended in the revised masterplan. There is no connection between Pacific Palms Cct and Cowpasture Road.
 - ii. The entry point has been moved down towards the intersection at Margaret Dawson Drive to further eliminate traffic congestion at the bend.
- b. The proposal is highly anticipated by the school with hopes of bringing the students for LTS lessons.
 - i. Noted.
- c. Noted that HP public school is a catchment area that facilitates the care and development of students with learning and physical disabilities and that there would be a higher demand for the inclusion of accessible features within the aquatic centre.

- i. This has been noted, and the architects are proposing dignified access to all pools as well as a 'changing places' facility. There is also a provision of 3 accessible car spaces at the front entry.
2. Hoxton Park Anglican Church:
 - a. Raised concerns of the traffic through neighbourhood streets caused by the development. Proposed an additional intersection on Cowpasture road to allow for direct entry in and out of the centre.
 - i. The project team advised that TfNSW will not allow an additional set of lights. TfNSW is also proposing to upgrade and widen Cowpasture Road to 3 lanes each side which will not support the addition of traffic lights.
3. TransGrid:
 - a. The project team have liaised with TransGrid regarding the access roadways leading to the aquatic centre and passing under the 330KV easement. The project team have sent the current endorsed plan for review in line with the Easement Guidelines 2024.
 - i. TransGrid have informally advised that the design complies with their guidelines and that there is no outstanding design changes required, however they will not provide a formal approval till the DA referral stage.
4. Transport for NSW:
 - a. The project team have liaised with TfNSW regarding the timing of the Cowpasture Road upgrade works in relation to the construction schedule of CHARC project.
 - i. TfNSW have advised that they currently have the funding to develop a business case for the upgrade works which is expected to be completed before the end of 2028. However, no timeline has been established for the project delivery as of yet.
 - ii. Requested that TransGrid's access driveway (existing) from Cowpasture road be removed and access be granted from the proposed internal driveway.
 - iii. Consider reserving land for a potential pedestrian bridge crossing over Cowpasture road. **Note:** CHARC Public domain plan has taken this into account.
 - b. The project team is intending to send the proposed Construction Traffic Management Plan for review prior to the DA submission. This is in hope of securing an informal approval from TfNSW to permit the trucks entering and exiting the site during the construction period only.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the progress regarding the proposed Carnes Hill Aquatic and Recreation Centre.

ATTACHMENTS

Nil

GBI 05	Maxwells Ave, Ashcroft NSW 2168 - Traffic Calming Measures
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REPORTING OFFICER	Transport Engineer
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TRIM FILE REF	159117.2025
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ELECTORATE	Liverpool
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REPORT BACKGROUND

The council has received concerns from the local Member of Parliament (MP) about speeding in Maxwells Avenue, Ashcroft.

Recent hit and run incidents involving speeding vehicles have been reported by the MP's office for Council's attention.

Maxwell Avenue is a local / collector road, linking Cartwright Avenue with its south-west end and Elizabeth Drive with its north-east end. Transport for New South Wales (TfNSW) supplied crash data indicates there have been five crashes during the last 5 year period ending 2023. Of these, one was fatal and one was a serious crash. Recent traffic count data also indicates that the 85th percentile bidirectional speed is approximately 60km/h with high traffic volume.

Council Staff will investigate possible traffic calming measures in Maxwell Avenue and provide the outcome of the assessment in a future Traffic Committee meeting.

RECOMMENDATION TO TRAFFIC COMMITTEE

The Traffic Committee notes that Council Staff will investigate possible traffic calming measures in Maxwell Avenue and provide the outcome of the assessment to a future Traffic Committee meeting.

ATTACHMENTS

Nil

GBI 06	George Street, Liverpool, NSW 2170 - Modification of raised pedestrian crossing, south of Liverpool Court House and Police Station
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**REPORTING
OFFICER**

Transport Engineer

TRIM FILE REF

159425.2025

ELECTORATE

Liverpool

REPORT BACKGROUND

The council's City Design and Public Domain section is seeking direction on appropriate treatment of the existing crossing on George Street, Liverpool, outside the Police Station.

As part of the George Street and Moore Street Cycleway Project, it was identified that crossing does not comply with TfNSW Cycling Toolbox Design Standards.

Further, with the introduction of the proposed new cycle lane, the retention of the crossing may not be possible as it will require 2 x travel lanes in one (1) direction, with an additional bi-directional cycleway across the raised pedestrian crossing. Effectively making the crossing point 3 lanes wide.

While the existing pedestrian crossing has been catering for pedestrian movements, it is unsuitable for bike movements. Hence, the proposal to modify the existing raised pedestrian crossing to permit bike movements.

In order to fit all these facilities, the design would be non-standard. Council Staff are seeking input as to whether a non-compliant crossing would be supported, or whether the device will need to be removed altogether.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the implications of the proposed modifications to the existing pedestrian crossing as part of the George Street and Moore Street Cycleway Project.

ATTACHMENTS

Nil