

**MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001**

TRAFFIC COMMITTEE MEETING - held 14 May, 2001

11 Argyle Street (File 1947)

MOTION

Moved Cr Corrigan, seconded Cr Senise that a 15 minute parking restriction be implemented in Argyle Street in front of "Tails Dry Cleaning".

THE MOTION ON BEING PUT WAS **LOST**.

(Cr Anderson, Cr Patterson, Cr Fekete, Cr McFadden and Cr Senise voted against the Motion).

FURTHER MOTION

Moved Cr Fekete, seconded Cr Anderson that the Minutes of the Traffic Committee Meeting held on 14 May, 2001, copies of which have been circulated, be confirmed and the recommendations be adopted.

049/01

THE FURTHER MOTION WAS **CARRIED**.

Present:	Cr. S. Fekete,	Chair
	Cr. C. Patterson	Camden Council
	T. Freestone,	Director, Works and Services
	J. Hillman	Manager, Engineering
	C. Johnson,	Traffic Engineer
	K. Arul	Technical Engineering Officer
	D. Horne,	R.T.A.
	D. Davies	Busways
	Snr.Con.S Roberts,	NSW Police
	M. Leighton,	Narellan Chamber of Commerce
	P. Smith	Camden Chamber of Commerce
	M. Boyd	Representing E Kernohan, MP
	K. Markham	Picton Coaches

Apologies:

The meeting commenced at 9.00 am.

Rec. No.

1. Business Arising from the Committee's Last Report Dated 12 February 200.

Report to Council meeting 26 February, 2001 - Resolution 21/01.

Item 4 Glenfield Road (File 4425 and 580)

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

- TC04/01 Recommended: That
- (i) all the recently installed bus stops remain in their present position with the exception of the stop outside the common boundary of No. 33/35. In this regard the stop is to be relocated outside the open space area at Field Place subject to Busways trialing a bus at the open space area;
 - (ii) the present edge linemarking on Glenfield Drive at Field Place be adjusted to accommodate bus usage;
 - (iii) residents of No. 31, 33, 35 and 74 be advised of the Traffic Committee recommendation.

The committee was advised that a bus trial was undertaken and the results indicated that a bus can successfully be sheltered kerbside with adjusted linemarkings. The committee felt that the linemarking adjustment should proceed and that the residents of Nos. 31, 33, 35 and 74 be advised of this action.

TC13/01 Recommended: That the residents of Nos 31, 33, 35 and 74 Glenfield Drive be advised that a recent bus trial to shelter a bus stopped at the open space area at Field Place was successfully undertaken and that the edge linemarkings be adjusted to suit.

Item 5 Cawdor Road (File 3481)

- TC05/01 Recommended: That
- (i) the single centre linemarkings recently installed in Cawdor Road between the school site and Westbrook Road be converted to double barrier lines.
 - (ii) a plan of linemarking of Cawdor Road at the school site be tabled at the next meeting.

The committee were advised that since the last Traffic Committee meeting the RTA had contacted Council regarding the installation of a new "School Zone" outside the new school. The RTA also advised that for safety reasons double centre linemarkings should be installed from Burragorang Road up to the school frontage. The committee agreed with the advice given by the RTA.

TC14/01 Recommended: That double centre linemarkings be installed in Cawdor Road from Burragorang Road to the new school frontage.

Item 10 Welling Drive Traffic Devices (File 2933)

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

Busways representative requested that the bus stop outside No. 331 be relocated to assist with buses pulling up. The committee advised that the residents of No. 331 and 299 be written to advising that the bus stop would be required to be relocated to their common boundary.

TC15/01 ***Recommended:*** *That written advice be provided to the property owners of Nos. 331 and 229 Welling Drive that due to the recent traffic device installation the bus stop, currently outside No. 331, is required to be relocated to the property boundary between Nos. 331 and 229.*

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2 Camden Valley Way (File 3288)

Cr. Stephen Senise received correspondence from a resident of Catherine Fields who requests that Council consider parking restrictions along the road shoulder of Camden Valley Way. The matter was listed for discussion.

The Committee were advised that item was referred to the RTA as it was an item under the jurisdiction of the RTA

TC16/01 Recommended: *That Council note that as the item falls under the jurisdiction of the RTA, the matter be forwarded to the Authority for their deliberation.*

3 Old Hume Highway and Burragorang Road (Files 817, 4292)

Cr. Stephen Senise requested that Traffic Committee consider the installation of Traffic Signal Control at the above intersection. The matter was listed for discussion.

The committee discussed the issue whether a traffic control device is required at this location and felt that as the site is two State Roads intersecting each other, that the item should be investigated by the RTA. The committee suggested that RTA be requested to undertake an investigation of the site with some data provided by Council.

TC17/01 Recommended: *That the RTA be requested to investigate the intersection of Old Hume Highway and Burragorang Road, South Camden for treatment by traffic signal control or any other appropriate treatment.*

4 Narellan Road Speed Zoning (File 3097)

The Roads and Traffic Authority have written to Council regarding speed limits on Narellan Road, Narellan. They are currently considering a uniform speed limit of 70 km/hr for the entire length of Narellan Road commencing approximately 100m east of Camden Valley Way to a point 100m west of Blaxland Road, Campbelltown.

The Authority requested that Council support this speed review as part of their public consultation process and that a similar request was to be undertaken with Campbelltown Council.

The committee were advised that back in 1997 a joint Camden and Campbelltown Council submission was prepared to the RTA calling for a uniform 80 km/hr speed limit. The committee

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

were also advised that Campbelltown Council has already recently considered the item and made the following recommendation.

“That a representative from the Roads and Traffic Authority’s Road Safety Section be invited to a future Traffic Committee meeting to discuss the Authority’s speed limit proposals for Narellan Road, and the overall speed hierarchy”.

The committee felt that it would be appropriate that Camden Council Traffic Committee meet with Campbelltown Traffic Committee and the RTA to discuss the issue.

TC18/01 **Recommended:** *That a representative of Council’s Traffic Committee arrange to attend Campbelltown’s Traffic Committee meeting when a representative of the Roads and Traffic Authority is to be present to discuss the issue of a uniform speed limit on Narellan Road across the two L.G.A. areas.*

5. **Pedestrian Crossing at Currans Hill Drive, Currans Hill** (File 714)
The Committee considered a request to install a pedestrian crossing on Currans Hill Drive at Tramway Drive, Currans Hill as a result of the recent construction of Currans Hill Primary School on Tramway Drive.

Council undertook pedestrian and vehicle counts in a.m. and p.m. peak periods of the day and examined the data in relation to the RTA pedestrian crossing warrants. The examination indicated that a warrant was met and recommended that a pedestrian crossing be provided. The committee also indicated that pram ramps be provided as part of the provision of the crossing.

TC19/01 **Recommended:** *That a pedestrian crossing with pram ramps be provided on Currans Hill Dr at Tramway Dr. Currans Hill.*

6. **Werombi Road at Smalls Road, Werombi** (Files 598, 2412)
Council proposes to provide improvements to the above roundabout site with the view to improving traffic flow and safety by the provision of two exclusive left turn lanes into Smalls Road (both sides) from Werombi Road and the advancing of the stop line at the Carrington Hospital leg of Smalls Road. Other improvements to the site includes the formal delineation in paint of two bus bays to highlight their presence and protection from through traffic

TC20/01 **Recommended:** *That Council approve the improvements to the Werombi Road/ Smalls Road roundabout and bus bays as per Plan No. 2000-052*

7. **Argyle/Hill Streets Kerb Blisters** (File 1947)

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

As part of Council's 2000/2001 Works Program, funding has been identified for "Argyle Street kerb blisters, landscaping and fencing" at corner of Hill Street.

The proposed works are an extension of the streetscaping improvements undertaken over recent years along sections along Argyle Street. Works include the construction of extended landscaped kerb blisters, a concrete central median and footpath paving works.

The kerb blisters and central median have been designed to cater for larger vehicles and buses and is similar in design to the Argyle/Oxley Streets intersection.

The committee raised no objections.

TC21/01 **Recommended:** *That Council approve the proposed improvements to the intersection of Argyle Street and Hill Street, Camden as per Plan No. 2000-043.*

8. **Werombi Road/Ellis Lane Right Turn Lane** (Files 598, 1683)
As part of Council's 2000/2001 Works Program, funding has been identified for "Werombi Road - Ellis Lane Intersection Improvements".

Intersection improvements at the Werombi Road/Ellis Lane intersection include the provision of a right turn lane into Ellis Lane, a short central median in Ellis Lane and improvements to the bus stop in Werombi Road.

Development along the length of Ellis Lane has generated an increase in the number of vehicles using this intersection. Evidence of shoulder and edge of seal failure along the inside edge of the Werombi Road curve supports claims that motorists are forced off the road to avoid cars which slow and/or stop to turn right into Ellis Lane. The introduction of the right turn lane will greatly improve this situation.

The central median in Ellis Lane aims at addressing reported corner cutting of vehicles entering and exiting from Ellis Lane and additional pavement works will greatly improve the ingress/egress for buses which service the adjacent bus stop.

Minimal report traffic history – one accident in August 1996 which was a "rear ender" and one accident in September 1999 in which a car left the road.

TC22/01 **Recommended:** *That Council approve the proposed works on Werombi Road at Ellis Lane as per Plan No. 2001-017.*

9. **Holdsworth Drive/Morshead Road Roundabout**
Improvements (File 3526, 3527)

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

As part of Council's 2000/2001 Works Program , funding has been identified for Holdsworth Drive Roundabout improvements at Morshead Road.

The existing Holdsworth Drive/Morshead Road roundabout is not functioning adequately with respect to limiting speed through the roundabout. To increase vehicular deflection and this reduce speed, the central island is proposed to be increased in size.

To increase the size of the central island, an additional concrete apron has been designed as a mountable apron that will cater for larger vehicles and buses.

TC23/01 **Recommended:** *That Council approve the proposed works on Holdsworth Drive/Morshead Road roundabout as per Plan No. 2001-016.*

10. **Welling Drive, Mount Annan** (File 2933)

Council at its June 2000 meeting endorsed the recommendation of its Traffic Committee to install kerb blisters along Welling Drive between Fitzpatrick Road and Burnett Avenue to control vehicular speeds. Subsequently after public consultation the kerb blisters were installed in early 2001.

Since the installation of the kerb blisters Council has received a petition from residents of Welling Drive, Mount Annan requesting that speed humps be provided on the bend between Fitzpatrick Road and Burnett Avenue. The petition was presented to Council at its meeting of 9 April 2001 where it was recommended:

“That the petitioners be advised that the matter will be investigated and reported to the Traffic Committee for Council's Consideration.”

Council has undertaken a post installation study which details vehicular speeds and traffic volume data before and after the recent kerb blisters being installed and the results are as follows:

Site 1 (south of Fitzpatrick Rd) Before	85% speed = 67km/hr
	ADT = 5450 vpd
After	85% speed = 65km/hr
	ADT = 5762 vpd

Site 2 (south of Watson Rd) Before	85% speed = 68km/hr
	ADT = 4520 vpd
After	85% speed = 65km/hr
	ADT = 5150 vpd

Site 3 (north of Burnett Av) Before	85% speed = 64km/hr
	ADT = 4466 vpd
After	85% speed = 62km/hr
	ADT = 5103 vpd

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

The above data indicates that since November 1999 there was an increase in traffic volumes but traffic speeds have decreased.

The 85% speeds recorded do not appear to substantiate the allegation of excessive speeds along this stretch of Welling Drive.

The kerb blisters have only recently been constructed and would require more time in order to gauge effectiveness.

It is important to note that whilst Welling Drive residents seek to have speed humps installed, two letters from the general public have been received expressing strong objections to the proposal. (See documents attached).

TC24/01 **Recommended:** *That Council*

- (i) *not install speed humps at this stage as the post installation study has indicated a reduction of speed;*
- (ii) *continue to monitor speed limits and accident history; and report the findings after a three month period;*
- (iii) *the NSW Police Department be requested to monitor special attention to speed in this area;*
- (iv) *the petitioners be advised of Council's action.*

11. **Argyle Street** (File 1947)

Council has received a request from "Tails Dry Cleaner" on 164 Argyle Street, Camden to have a 15 minute parking zone on Argyle Street in front of their premises.

The applicant has advised that customers have complained at having to carry dry cleaning long distances to their vehicles.

Tails Dry Cleaning is located on the northern side of Argyle Street between the existing service road of Woolworths and Oxley Street. It is among a group of shops comprising a hairdresser, doctor's surgery, take-away food, bargain shop and a butcher.

Parking is restricted to One Hour Parking and allows space for four (4) vehicles to park. There is scope, however, to install a fifth car space by the adjustment of the present signs. This additional space could be provided within the present No Standing zone outside the Dry Cleaning Shop. It would also place a parked vehicle closer to the exit service road adjacent but should not affect the operations of this service road. Turn paths of large vehicles have been tested and found to be satisfactory.

The committee felt that the request for 15 minute parking was not justified in this location but agreed to the installation of the additional car space.

TC25/01 **Recommended:** *That*

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

- (i) 15 minute parking restriction cannot be justified in Argyle Street in front of "Tails Dry Clearing"
- (ii) A fifth car space be provided with "One Hour Parking" restrictions similar to the adjacent four (4) spaces.

12. John Street (File 3525)

Council is in receipt of a request from St Paul's Primary School for 2001 School Fete which is scheduled for 26 May 2001. The proposal again requests permission to display 8 vintage cars placed within a barricaded area on the school frontage in John Street. The area required is a space to house 4 vehicles either side of the school driveway entrance and parked on an angle to minimise the loss of kerbside space.

This application is similar to previous years and to date no objections have been received to the loss of kerbside area. Council raises no objection.

TC26/01 **Recommended:** *That the temporary seclusion of the kerbside area to provide parking for four vintage vehicles either side of the St Paul's Primary School driveway be approved for the 2001 St Paul's School Fete on Saturday 26 May 2001.*

(B) Deferred Items

(C) Permanent Items

13. (i) Local Bike Plan Implementation

Camden-Narellan Bike Plan currently constructed to the first drainage channel in Kirkham Park. Council has applied to the RTA for funding of the next stage.

TC27/01 **Recommended:** *That Council note the information.*

(ii) Black Spot Identification/Evaluation/Treatment

(iii) Local Behavioural Campaigns

No action.

(iv) RTA Road Safety Projects - Status Report

**MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001**

No action.

14. (D) Fatal Accident Reports

1. April 21, 2001
A single vehicle accident occurred on Cobbitty Road, Cobbitty approximately 1km west of The Northern Road. The vehicle travelling east along Cobbitty Road veered onto the incorrect side of the road and hit a tree.
2. April 24, 2001
A single vehicle accident occurred on Mark Road, Rossmore approximately 200m south of McCann Road. Vehicle ran off road and hit a brick wall.
3. May 2, 2001
A vehicle travelling along Werombi Road, Grasmere approximately 200m south of Smalls Road hit a pedestrian.

TC28/01 **Recommended:** *That Council note the information.*

SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

15. New Items

2001/1	Camden Show	Approved 14.3.01
2001/2	Leppington Cycle Races	Approved 14.3.01
2001/3	Anzac Day March	Approved 13.3.01
2001/4	Breast Screen Unit Oxley Street Camden	Approved 14.3.01

TC29/01 **Recommended:** *That Council note the information.*

16. Deferred Items

Nil

LATE/GENERAL BUSINESS

- 17. The Northern Road – New Roundabout to Harrington Park**
The Narellan Chamber representative requested the RTA representative to arrange to clear debris from the site as part of the current road works.

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

The RTA representative to action clean up.

TC30/01 **Recommended:** *That Council note the information.*

18. **School Zone – Camden Valley Way**

The committee commented on the recent installation of a School Zone on Camden Valley Way between Wilson Crescent and The Northern Road, Narellan and expressed disappointment at not being advised by the RTA.

TC31/01 **Recommended:** *That Council write to the RTA to express its dissatisfaction at the recent School Zone installation without reference to Council.*

19. **Vegetation in Central Island at Edward Street/Argyle Street Roundabout**

Traffic Committee Chair tabled a letter from Cr. Senise regarding the effect that the vegetation in the central island of the Edward Street/ Argyle Street roundabout had on visibility. The committee felt that the matter be examined and a report be prepared for the next meeting.

TC32/01 **Recommended:** *That a report be prepared to Traffic Committee regarding visibility on the Edward Street/Argyle Street roundabout.*

20. **Menangle Road, Camden**

Subsequent to an on-site meeting of the Traffic Committee and the Camden Hospital Project Manager, The Traffic Engineer tabled a plan prepared by the Project Manager which detailed the conditions required by Traffic Committee.

In brief the Project Manager was requested to prepare a design to relocate a bus shelter, realign the kerb line, remove the pedestrian refuge islands and adjust signage.

The Committee were advised that the plan provided complied with their on-site meeting wishes and were also advised that the other pedestrian refuge islands closer to Gilbulla Avenue would need to be removed. The Committee requested that the Project Manager provide a contingency area for pedestrians to cross during the works.

TC33/01 **Recommended:** *That Council note the information.*

MAINTENANCE REQUEST

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
MAY 14, 2001

DATE OF NEXT MEETING

Set at 9am June 12, 2001