

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
11 NOVEMBER, 2002

Present:

Cr. Fekete,	Chairperson
Cr. Patterson	
J. Hillman,	Manager, Engineering
C. Johnson,	Traffic Engineer
K. Doherty	CRSO
L. Annabel	Technical Officer
D. Horne,	R.T.A.
D. Davies,	Busways
D. Black	NSW Police
J. Kane	NSW Police
C Moule	Picton Coaches

Apologies: M. Boyd; M. Leighton; F. Brooking; T. Freestone

The meeting commenced at 10.00am.

Rec. No.

1. **Business Arising from the Committee's Last Report Dated 14 October, 2002 and**
Report to Council meeting 23 September and 25 November 2002

TC 76 /02 Recommended: *That the information be noted*

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

- 2 **McGrath Place, Currans Hill** (File 4351)
McGrath Place is an access road (5.5 metre wide) off Currans Hill Drive, which abuts the Currans Hill Public School, refer attached map. The school has a gate which enters off McGrath Place and like many schools provides an alternate point for students to leave the school and pick up point for parents.

Residents of McGrath Place have no problem of a morning but are experiencing a range of problems with parents who park in this narrow street and wait to pick up their children each afternoon. The issues noted in correspondence received by Council has covered:

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- Vehicles parked over driveways denying access to owners;
- Vehicles parked on grass/nature strip
- Bad language when drivers are asked to move to allow owners to leave or enter their property;
- An issue when a disabled child is dropped home, where the vehicle cannot turn in the cul-de-sac because of the number and manner of parked vehicles.

McGrath Place contains 11 properties, these residents have been approached to gauge then comment on restricting parking on this narrow access road between 2.30 and 3.30 p.m. school days. A proforma was sent to all residents of McGrath Place and the results of this resident's survey were reported to the meeting.

The Committee was advised that 9 residents out of 11 residents agreed with the proposal to restrict parking in the street. Two property owners did not respond. The Committee was also advised that the School Principal of Currans Hill Public School also in favour of the proposal.

TC 77 /02 Recommended: That:

- (i) *“No Stopping 2.30pm – 3.30pm School Days” be installed within the full length of McGrath Place, Currans Hill; notably at the entrance to this access road.*
- (ii) *Residents and the School Principal of Currans Hill Public School be advised of this action.*

3. Cawdor Road Outside Camden High School (File 3481)

At its meeting of 12 August 2002, the Traffic Committee considered a request from the Principal of Camden High School to amend parking restrictions in front of Camden High School at Cawdor Road, Cawdor. It was recommended that:

- (i) Full time “No Stopping” restrictions be installed on Cawdor Road in the passing areas opposite Camden High School.
- (ii) Full time “No Stopping” restrictions be installed on the western side of Cawdor Road fronting Camden High School to optimise the use of the cycle path.

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The recommendations, which were adopted at the Ordinary Council meeting of 26 August 2002, were implemented prior to the commencement of this current school term.

Council is now in receipt of a complaint from the owner of No.290 Cawdor Road, claiming that the introduction of the "No Stopping" signage has forced parents to park along the road shoulder in front of their property and that this has created a dangerous situation for their family as they attempt to exit their property. It is claimed that the cars parking along this section of road significantly impede the line of sight as they reverse exit their property. An inspection by an Officer of Council during afternoon peak times confirms that cars park along this road shoulder between the school and the entrance to No.290 Cawdor Road.

The owner has requested that the "No Stopping" zone be extended from the school to her driveway entrance to stop parents from parking along the road shoulder in front of her property.

The driveway entrance to No.290 Cawdor Road is located on the western side of Cawdor Road, approximately 70m south of the school boundary. Extension of the "No Stopping" zone from the school to the entrance is considered inappropriate in this instance as it would delete a significant portion (approximately 60m) of convenient roadside parking for parents waiting to pick up school children.

The Committee felt that an alternate solution may be the installation of two additional "No Stopping" signs 3-5 metres on both sides of the driveway entrance to No.290 Cawdor Road. This would ensure that vehicles are parked clear of the driveway and improve sight distance.

TC 78/02 **Recommended:** *That Council*

- (i) *install two additional "No Stopping" signs 3-5 metres on both sides of the driveway entrance to No.290.*

- (ii) *advise the owner of No.290 Cawdor Road of Council's decision.*

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4. Welling Drive Traffic Management Facilities – Mount Annan High School (File 2933)

At its meeting of 28 May 2001, Council considered an application for the development of Mount Annan High School at Welling Drive, Mount Annan. The report noted that:

“The development proposal was assessed by the Sydney Regional Development (Traffic) Advisory Committee. Their comments were considered and generally adopted. A wombat crossing is to be provided with Council to arrange for a 40kph school speed zone outside the new school which should be integrated with the school speed zone for Mount Annan Primary School. The cost of such facilities will be borne by the Department of Education.”

The development was approved and engineering plans have been prepared for the required civil works along Welling Drive, across the frontage of the school development. Plans will be tabled at the meeting for the information of the Committee.

The installation of 40km/hr signage and painted “patches” will be arranged through the RTA prior to commencement of operations of the High School.

TC 79/02 Recommended: That

- (i) *Engineering Plans (2001-041) for civil works on Welling Drive in front of the Mount Annan High School be endorsed.*
- (ii) *Council liaise with the RTA to arrange for the installation of 40km/hr signs and road markings prior to the commencement of operations of the school.*
- (iii) *Council liaise with residents opposite the new high school regarding the need to have the existing bus stops extended to cater for a second bus at each bus stop.*

5. Alma and George Roads Intersection Improvements (File 3549, 3474)

Since 1996, four accidents have occurred at the intersection of George Road and Alma Road, Leppington. These incidents have generally involved vehicles losing control and leaving the carriageway at or close to the bend.

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The proposed intersection improvements are designed to slow vehicles travelling through the intersection, whilst at the same time ensuring that corner cutting does not occur by channelising vehicular movements through the construction of central medians.

The reconstruction of the intersection will result in improvements to the road alignment and the level of the existing street lighting.

These works are estimated to cost \$102,000 which will be funded by the Federal Government's Roads to Recovery Program.

TC 80/02 ***Recommended:*** *That the Engineering Drawings (2002-037) for the intersection improvements at George and Alma Roads, Leppington, be approved.*

(B) Deferred Items

6. Cycling Club Criterion Route, Smeaton Grange (File 1696)

Further to the discussion last month on a proposal presented by Macarthur Collegians Cycling Club to operate a cycling criterion through the Smeaton Grange Industrial area, discussions were held with an officer of Campbelltown Council regarding their consideration of a similar request by the Club in 2000 through the industrial area of Minto.

The Club, which has some 45 members ranging in age from 35-68 years, proposes to hold two races, of 30 minutes duration on a route (using Anderson Road and Anzac Avenue) Smeaton Grange each Sunday Morning. TMP and insurance details were provided.

The application of the route in Campbelltown was considered on three occasions by the Campbelltown Traffic. The Committee permitted the route in an area of Campbelltown, removed from through traffic, especially on a Sunday morning. The route also only affected one bus passing while the criterion was in operation.

The Council approved the route for a six month trial, in late 2000. Campbelltown Council has heard no further of the criterion's operation and do not know if the event is still continuing.

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Consideration of the Macarthur Collegians Cycling Club proposal therefore revolves around the issues of:

- Route requested is on undeveloped industrial land;
- Current short cut nature of the route between Camden Valley Way and Narellan Road;
- Heavy vehicles using the route;
- Cycling Club recognition of the short life of the route (in the order of 3 years);
- Delays imposed on traffic on the route;
- Full TMP and Police approval required to the criterion route;
- Accredited traffic marshalls required to supervise the route;
- Consideration of a six month trial period for operation of criterion

Consideration of the above leads to the recommendation that the site is inappropriate for the operation of a criterion due to the nature of conflicting traffic.

TC 81/02 ***Recommended:*** *That the Macarthur Collegians Cycling Club be advised that the proposal to hold a cycling criterion each Sunday on Anderson Road/Anzac Avenue, Smeaton Grange is inappropriate for this purpose.*

7. Larkin Place – One Way Circulation of Traffic (File 654)

Following last Traffic Committee four options for one-way circulation of traffic within Larkin Place carpark were prepared. The general intent of one-way operation was to improve safety in the vicinity of St Paul's School entrances of the carpark.

Each option maintains the two way flow on the major route through the car park which links John Street/Larkin Place and Elizabeth Street to expedite general movement and deliveries to abutting commercial properties.

Options A and B – provide clockwise circulation along the St Paul's frontage, which relieves the Larkin Place junction. The difference in the options is the treatment of the north-eastern junction (towards Elizabeth Street). Option 'A' is preferred as it maintains full options for circulation, Option 'B' forces all vehicles to the southern end of the carpark to access the general body of the carpark.

Option C – provides counter clockwise circulation past St. Paul's school, an advantage of this option is that cars leaving the carpark must wait for all entering vehicles to clear the junction

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before departing. The St Paul's leg may however become blocked by queuing vehicles in peak periods.

Option D – one-way circulation in the general body of the carpark is covered by this option. Difficulty arises in enforcing the option and conflict that may arise at the junction with queuing vehicles.

It is difficult to control one-way travel on the broad access roads of the carpark and one-way travel under any option may be difficult to enforce.

The introduction of any option will require to be funded to re-linemark, sign, advise residents and shop keepers and to introduce physical works. Any approved options will be referred to the 2003/2004 budget process.

Option 'A' is the preferred one-way treatment for Larkin Place carpark.

Discussions also covered one lane movement in Larkin Place entry off John Street (refer recommendation ii – item 8).

TC 82/02 **Recommended:** *That Option 'A' be adopted for discussion with residents, shop owners and St Paul's School to improve safety for users of Larkin Place carpark. Consultation with stakeholders be initiated and referred back to the committee.*

8. Larkin Place (File 654)

Traffic Committee at its 14 October 2002 meeting considered a request from a resident to install a pedestrian crossing in Larkin Place at John Street, Camden.

The Committee deferred the item for further investigation. Council have undertaken pedestrian and vehicle counts during morning and afternoon times. The chosen times were 7.30am – 9.30am and 3.00pm – 4.30pm. Results of the pedestrian counts were as follows:

7.30am – 9.30am	Pedestrians = 67	Vehicles = 157
1.00pm – 2.00pm	Pedestrians = 2	Vehicles = 69
3.00pm – 4.30pm	Pedestrians = 200	Vehicles = 152

Normal Warrants	Pedestrians \geq 30	Vehicles \geq 500
Reduced Warrants	Pedestrians \geq 30	Vehicles \geq 500

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Noting the trend towards a more flexible approach by the RTA towards imposing the pedestrian crossing guidelines; and in particular the fact that this crossing caters predominantly for school children, it is considered appropriate to install a pedestrian crossing at this location.

TC 83/02 Recommended: That

- (i) *a pedestrian crossing be installed in Larkin Place at John Street, Camden.*
- (ii) *Council investigate One Way movement in Larkin Place southern leg of John Street and a report be brought to a future Traffic Committee meeting.*

9. Illegal Manoeuvre in Hartley Drive, Smeaton Grange (File 3843)

At the Traffic Committee meeting of 14 October 2002, Cr Fekete identified the situation of illegal manoeuvres being undertaken by heavy vehicles at the "Lolliland" factory on Hartley Drive, Smeaton Grange. It was reported that delivery trucks were short cutting the legal route, by crossing through the break in the median at the entrance to the Coles/Myer warehouse and travelling on the wrong side of the road for a short distance before accessing the property.

The illegal manoeuvre described above is achieved using a break in the central median which is essential to the operation of the Coles/Myer warehouse. Closing the break in the central median is considered impractical as it would require significant restructuring of the operations of the warehouse. Given the impracticalities of physically preventing these illegal manoeuvres, the matter is referred to the Police for investigation and enforcement.

A secondary traffic issue, identified as part of the investigation, involves the illegal crossing of the narrow concrete median to achieve a similar short cut for heavy vehicle deliveries to the "Lolliland" warehouse. Again, this illegal manoeuvre is referred to the Police to patrol and enforce, however further investigations will be undertaken into the possibility of erecting a form of "barrier" along this section of central median. An appropriate solution will be identified and included for consideration on a priority basis within the forthcoming 2003/2004 budget process.

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TC 84/02 **Recommended:** *That*

- (i) *the matter of heavy vehicles performing illegal manoeuvres to access industrial sites on Hartley Drive, in the vicinity of the Coles/Myer warehouse be referred to the Police for investigation and enforcement.*

- (ii) *a letter be sent to the owners of “Lolliland” factory advising them that the matter will be referred to the Police for enforcement and requesting their assistance to direct driver’s on the legal approach, entry and exit from their property.*

10.

(C) Permanent Items

(i) Local Bike Plan Implementation

No action.

(ii) Black Spot Identification/Evaluation/Treatment

No action.

(iii) Local Behavioural Campaigns

Current status of Community Road Safety

As reported at the last Traffic Committee meeting the Community Road Safety Officer is undertaking a number of Road Safety Projects within the Camden LGA. Each current project is outlined below and a brief update of the status of the project is offered.

- **Choose a Sober Driver III**

Four venues within the Camden LGA are participating in this pilot project. Choose a Sober Driver aims to encourage partygoers to go home, safely, with someone who hasn’t been drinking. Resources are currently being developed, it is anticipated that this project will be delivered to the public during the festive lead up to Christmas.

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- **Community Perception Survey**
The draft survey instrument has been refined and forwarded to the RTA, Police and Area Health Service for comment prior to distribution in the community. Two casuals will be employed in the local area to invite residents to fill in the survey. All Council staff and Councillors will be offered the opportunity to fill in the survey to assist with the road safety issues.
- **Road Safety Strategic Plan**
The tender brief was forwarded to five consultants with expertise in the area of developing Road Safety Strategic Plans. All five consultants have returned submissions. The working party will review the summarised responses from the consultants and will meet with short listed consultants prior to a final decision being made.
- **Graduated Licensing Scheme**
The first workshop for the Graduated Licensing Scheme was held in October with almost 20 people attending. This workshop offers practical advice to parents and supervisors of learner drivers in helping them to become safer drivers. Feedback from the parents and supervisors attending the workshop was very positive and all regarded the workshop as a positive step. The next workshop is scheduled for March 2003
- **Seatbelts Save Lives**
This project is aimed at checking child restraints in our local community. Some maybe faulty, incorrectly fitted, not to Australian standards or be appropriate for the age or size of the children in them. During November, the authorised fitters for Camden are providing free restraint checking days. Advertising will occur in the local papers, through our libraries and other Council facilities, local area health services, community nurses and local pre-schools.

TC 85/02 **Recommended:** *That the progress of these local behavioural campaign be noted.*

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(iv) RTA Road Safety Projects - Status Report

No Project active at this stage.

(D) Fatal Accident Reports

Nil

TC /02 **Recommended:** *That*

SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

LATE/GENERAL BUSINESS

New Items

11. Maxwell Place at Narellan Road (File 4214; 3097)

The RTA representative advised that the illegal practice of right turn movements across the median on Narellan Road at Maxwell Place, Narellan will be addressed by the installation of chevron signage in the median facing Maxwell Place.

TC 86/02 **Recommended:** *That Council note that this work will be undertaken by the RTA.*

12. Camden Valley Way at Anderson (File 3288; 4355)

The RTA representative advised that they had received Council's letter on behalf of a resident for Catherine Field regarding speed limits at the above junction.

They advised that the Authority is presently investigating the item and that they will respond directly to the resident and send a copy to Council for it's records.

TC 87/02 **Recommended:** *That Council note the information.*

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13. Local Government Road Safety Auditing/Accident Investigation and Prevention (AIP) Program 2002/03

The Traffic Engineer advised that council was successful in it's bid from the RTA for half funding for a road safety audit for Cawdor Road, Camden. The Authority in a letter to Council advised that it has agreed to pay 50% of the quoted amount up to the value \$15,000 to engage an audit contactor.

The offer is valid provided Council can match the funds.

Council include a \$15,000 contribution in the December quarterly budget review

TC 88/02 Recommended: That

- (i) *Council accept the RTA's offer of half funding of the road safety audit investigation of Cawdor Road up to \$15,000.*
- (ii) *Council match the offer of the RTA up to \$15,000 (Council contribution) from the next budget review.*

14. Welling Drive (File 2933)

Council has received a request from a resident to consider speed reduction devices in Welling Drive in the vicinity of Fitzpatrick Road.

TC 89/02 Recommended: That the matter be investigated and that a further report be brought to Traffic committee.

15. Creba Way, Mount Annan

Council has received complaints regarding speeding traffic in Creba Way and Kurrajong Circuit.

TC 90/02 Recommended: That Council investigate the need to have an intersection improvement and report the findings to a future Traffic Committee meeting.

Deferred Items

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Meeting closed at 11.30am

RESOLUTION FROM ORDINARY COUNCIL MEETING HELD
25 NOVEMBER, 2002

Other Committees

Traffic Committee Meeting – Held 11 November 2002

MOTION

Moved Cr Fekete, seconded Cr Patterson that

- (i) In relation to Item 13 “Safety Audit” Council include a \$15,000 contribution in the December quarterly budget review.*
- (ii) The remainder of Minutes of the Traffic Committee Meeting held 11 November, 2002, be confirmed and the recommendations adopted.*

128/02

*THE MOTION WAS **CARRIED.***

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