

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
AUGUST 12, 2002

Present:

Cr. Fekete,	Chairperson
Cr. Patterson	
T. Freestone,	Director, Works and Services
J. Hillman,	Manager, Engineering
C. Johnson,	Traffic Engineer
K. Doherty	CRSO
L. Annabel	Technical Officer
D. Horne,	R.T.A.
D. Davies,	Busways
C. Moule	Picton Coaches
Snr.Con J Kane,	NSW Police
M. Leighton,	Narellan Chamber of Commerce
F Brooking,	Camden Chamber of Commerce

Apologies: M. Boyd, Sen Con. S Roberts

The meeting commenced at 9.00am.

Rec. No.

1 Business Arising from the Committee's Last Report Dated 11 June, 2002.

Report to Council meeting 24 June, 2002 - Resolution 068/02.

Item 10 Busways representative advised, in relation to item 10, Somerset Avenue, Narellan regarding the existing bus zone outside property No. 3 Somerset Avenue, that the second last paragraph of the report should read:

"Information from Busways representative indicated that shortly (possibly within the next 2 months) alteration to the current route structure is expected to improve operations with limited time at the stop which in turn will provide less obstruction across Mr Ball's driveway."

TC30/02 Recommended: That Council note the change to this item.

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2 Waterworth Drive, New Bus Stops in Camden LGA (File 580)

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Traffic Committee at its meeting of 18 March 2002, recommended that a number of bus stop locations be approved to comply with the new Cityrail timetable. The meeting was a special on-site meeting which considered specific locations identified by Busways as possible suitable bus stop sites. The committee recommended that the bus stops be approved on a 6 months trial and that affected residents be notified.

There was one site nominated outside the property boundaries of Nos. 90/92 Waterworth Drive that the Traffic Committee considered to be too close to the T-intersection with Manna Gum Road. In this regard a position outside property boundaries of Nos 94/92 was considered. The Traffic Committee at the on-site meeting decided that a position outside property boundaries of Nos. 98/96 be where this bus stop should be positioned.

At this stage the property owners of No. 98/96 were not consulted and when Council notified them of the proposal, Council received submissions against the proposal. Both the property owners of No 98 and No 96 forwarded submissions to Council and representations were also made to the Mayor.

A detailed submission to the Mayor requested Council reconsider the item along 3 areas: safety, loss of kerbside parking and social implications. The safety implications were examined and considered satisfactory. The kerbside parking was examined and like all complaints from residents, under these circumstances loss of parking will occur at any chosen bus stop location. The last concern of social implications was also considered as one of the resident's perceived loss of amenity. In this regard this was considered to be similar to the loss of kerbside parking.

Council did however check the list of "Community and Personal Safety" events that was forwarded to Council as part of the submission. Telephone discussions with the property owner of No. 96 revealed that they had recorded some 17 separate events to Police between March 2001 and July 2002 and they feared that the provision of a bus stop would legitimately allow offenders to be in the area. The property owner advised Council that the offences seem to be traced to a single offender who, to this point in time, could not be linked with any proof.

Council did also receive representation from the property owner of No. 159 Waterworth Drive who also objected to the proposed bus stop stating that the stop would affect parking on his side of the road. This property is opposite the proposed bus stop location.

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The committee, after a lengthy and careful deliberation of all the issues on the matter considered that from a technical point of view the position outside property boundary 98/96 was where the bus stop should be installed.

T31 /02 Recommended: That

- (i) *the Traffic Committee resolution of 25 March 2002 inter-alia that a bus stop be provided on Waterworth drive, south side, 1 metre east of property boundary No. 98/96 be implemented on a six month trial.*
- (ii) *Council officers together with bus company representatives prepare a new process for bus stop installation outside established residential properties.*
- (iii) *Council advise the property owners of Nos. 100, 98, 96, 94, 92, 90 and 159 of this action.*
- (iv) *Traffic Committee be kept informed with respect to the new bus stop consultation process (part (ii) above).*

3 Cawdor Road Outside Camden High School (File 3481)

Council has received a request from the school Principal of Camden High School to consider altering the signposting within the passing areas opposite the school. The Principal stated that parents park in these areas waiting for their children and cause obstruction to passing traffic.

The present signposting is "No Parking School Days" which allows motorists to legally park for 2 minutes and can only leave the vehicle up to a distance of 3 metres (Australian Road Rules).

As the intention of the passing area was to allow the free flow of vehicles when other vehicles are turning right into the school, any stationary vehicle in the passing area nullifies the operation of this facility. It would therefore be appropriate to alter the signposting to restrict parking of any kind.

Discussions with the School Principal has indicated that obstruction seems to occur between 8am-9am and 2.30pm-3.30pm. The Committee considered signage along the lines of No Stopping 8.00am – 9.am and 2.30pm – 3.30pm School Days but felt that full time No Stopping would be more appropriate..

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The School Principal also sent a copy of the correspondence to the Police; and Council has received representations from Mittagong Highway Patrol substantiating their observations of the problem.

The Police in their letter also wished to bring to Council's notice another issue for consideration. They advised that the western kerb line (school side) has a white edge adjacent to it and when vehicles park there, passage of through traffic is affected. As no signposting exists to restrict parking in this area, motorists appear to be using it for parking. The area in question has been designed for cycle use and as parking now seems to be occurring, the operation of the cycleway has been denied.

The Committee again felt that No Stopping (full time) signage should be installed to restrict parking and to optimise the cycle facility.

T32/02 **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.*

4 **Camden Views Estate – Pedestrian Crossing** (File 3281 & 3288)

Council at its meeting of 22 July 2002 through 'Questions Without Notice' time considered a request by Councillor Anderson to have a pedestrian crossing on Camden Valley Way so residents of the Camden Views Estate may cross to catch a bus and also to return home.

The Committee was advised that the item was listed for investigation.

TC33/02 **Recommended:** *That Traffic Committee note the request from Councillor Anderson and an item be presented to Traffic Committee when the investigations are completed.*

5 **Waterworth Drive, Mount Annan** (File 3429)

Council has received representation from Mittagong Highway Patrol to clarify vehicular movements in the area of Waterworth Drive between Narellan Road and Welling Drive when travelling south.

An inspection of site conditions and observations of vehicular movement has verified that there are no line markings to assist motorist. In this

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regard Council prepared a linemarking scheme to assist in rationalising traffic movement in this area of Waterworth Drive.

A plan was tabled at the meeting for the Committee to examine.

TC34/02 Recommended: That

- (i) *Council approve the linemarking plan along Waterworth Drive and Welling Drive, Mount Annan.*

- (ii) *the proposed exclusive lane markings on the approach to the Waterworth drive/Narellan Road and Hartley Drive/Narellan Road legs of the roundabout be forwarded to the RTA for approval.*

6 Camden Festival – Argyle Street Traffic Diversion (File 1947)

The township of Camden enjoys some unique characteristics with a distinctive rural character and atmosphere that is linked to its history dating back to early white settlement. Festivals and events provide an ideal opportunity for both our community and visitors alike to celebrate what is unique about our town and our area.

Council endorsed the concept of a Camden “spring time” festival and the Camden Festival Taskforce in October 2001 with the inaugural event running from 28th October to 4th November. Planning for the 2002 festival is already well advanced and it will run for two weeks from 14th – 29th September.

The festival theme this year will be “Heritage and Harvest” and will encompass a number of events emphasising these themes organised by community groups and some special events co-ordinated and managed by the Festival Taskforce. One of these events will require a street closure in Camden.

It is planned to hold a Street Fair in Argyle Street on Saturday 14th September between 10am and 4pm. This would necessitate a closure of Argyle Street between Hill and Oxley Streets and include small sections of John Street on either side of the main roundabout. It is anticipated that the closure would take effect from 8.00am until 6.00pm.

From preliminary discussions the SES have agreed to support the event with traffic control marshals while signage and advertising would be arranged in accordance with Council requirements. Further preliminary discussions with both the Camden Chamber of Commerce and the Main Street Committee have resulted in their support for the proposed Fair and street closure.

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Further liaison with main street businesses and business groups will be ongoing and it is anticipated that the Camden Festival will become an important event on the annual calendar.

Council has prepared a Traffic Management Plan for the Traffic Diversion. It is proposed that traffic will proceed via Hill Street from the north and via Oxley Street from the south. Buses will follow the same path and will be provided with a temporary bus zone in Elizabeth Street north side just west of Argyle Street. Discussion with Busways, Busabout and Picton Coaches have indicated that they can all utilise this area providing sufficient bus parking length is made available for a number of buses at the one time. In this regard Council proposes to use the parallel kerbside area plus two 60° angle parking spaces for the use by buses on the day. Adjoining merchants have been contacted and have raised no objections.

A Special Events Traffic Management has been prepared and forwarded to the Transport Management Centre of the RTA. A license has subsequently been received by Council approving the event.

TC35/02 **Recommended:** *That*

- (i) *Council approve the Traffic Diversion for the Camden Festival event on Saturday 14 September 2002 between the hours of 8.00am and 6.00pm.*
- (ii) *Council install signage at the closed bus stops advising passengers of the temporary arrangements.*

7 **Christmas Festival – Argyle Street Traffic Diversion** (File 1947)

Council has received an application to conduct the annual Christmas Tree Light Up at the Argyle Street/John Street roundabout on November 28th 2002.

As in previous years, the event would normally be held in late November in preparation for Christmas with a number of community activities occurring along Argyle Street.

From a traffic point of view the event will require the closure of Argyle Street between Hill Street and Oxley Street. Traffic from the north will be diverted via Hill Street and traffic from the south will detour via Oxley Street.

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The time of the event is 4.30pm - 9.30pm along Argyle Street and 4.30pm - 10.30pm in portions of John Street. These time periods will affect bus movements and as a result a temporary bus zone will be provided in Elizabeth Street, north side, just west of Argyle Street.

A Traffic Management Plan will be prepared and sent to the Transport Management Centre for approval.

TC36/02 **Recommended:** *That Council approve the Traffic Diversion for the annual Christmas Tree Light Up in Argyle Street, Camden on Thursday 28 November 2002, subject to a licence being issued by the Transport Management centre of the RTA*

8 **Deepfields Road – Bus Shelter** (File 3576)

A recent accident in the vicinity of the property No. 394 Deepfields Road incurred substantial damage to a brick bus shelter. After numerous on-site meetings and discussions with residents Council has prepared a design that considers the safety implications in re-erecting a new bus shelter at this site.

The proposal incorporates the installation of a new shelter sited slightly off the road and away from through traffic. It will also have a 4 metre pull-over area with appropriate pavement markings. The works are estimated to cost \$19,300.

TC37/02 **Recommended:** *That*

- (i) Council approve the improvements to the bus shelter project on Deepfields Road in the vicinity of property No. 394.*
- (ii) The project be submitted with a request for funding.*
- (iii) The advisory signage be reviewed.*

9 **B-Double Route Application** (Files 3576, 444, 3834, 3709)

Council has received an application from the RTA to access B-Double (25 metre trucks) vehicles on four (4) routes within the Camden LGA.

The applicant S & L Mikosic proposes to service the four locations with B-Double vehicles for economic reasons.

The four locations are as follows:

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1. From Camden Valley Way to 103 Deepfields Road, Catherine Field
2. From Camden Valley Way to Elizabeth Macarthur Avenue, Belgenny Park
3. From Bringelly Road to 48 Dickson Road, Leppington
4. From 93 Springfield Road to 152 Springfield Road, Catherine Field

The present operation to these sites are by semi-trailer and the width of these vehicles are the same as B-Doubles. An examination of these sites indicates that B-Doubles should satisfactorily be able to traverse the route and enter and exit terminals at the noted locations.

Locations 1, 3 and 4 above are rural areas and are unlikely to receive a negative response from the public. Location 2 however will be traversing through a residential precinct and is likely to have resident objections.

TC38/02 **Recommended:** *That*

- (i) *The item be deferred for further investigation.*
- (ii) *a field trial of each route be carried out.*

10 **Cawdor Road and Murray Street, Camden** (File 3481, 3789)

Council is presently in discussions with the project manager for the Commercial development on the corner of Cawdor Road and Murray Street, Camden. The applicant has prepared details relating to the construction of a kerb blister in Murray Street at the existing pedestrian crossing and also footpath work fronting Murray Street. Plans have also been prepared for the construction of a roundabout on Cawdor Road at the Onslow Park access road. All of these facilities are to be provided by the developer as part of the Conditions of Consent for the development.

The applicant has prepared a Traffic Management Plan/Traffic Control Plan and a schedule of works which Council officers have examined.

Special mention has been made with respect to the construction of the roundabout on Cawdor Road. In this regard the applicant has been requested to construct this facility at night to minimise the disruption to traffic. The requirement here is that Cawdor Road be closed between Murray Street and Barsden Street and traffic diverted into Murray Street and Barsden Street between the hours of 12 midnight to 5.00am. The applicant has requested three consecutive nights for this to occur in

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order to complete the job. As traffic volumes is expected to be very light in this time period, the committee raised no objections.

TC39/02 **Recommended:** *That*

- (i) *the applicant prepare a Traffic Management Plan for the road closure for approval by the RTA.*
- (ii) *the applicant liaise with Council, the Police, Ambulance, Fire Department and the Bus Companies regarding this project.*
- (iii) *The applicant install advance signage on all approaches to advise the community of this project.*

(B) **Deferred Items**

(C) **Permanent Items**

- (i) Local Bike Plan Implementation
Camden-Narellan
Currently constructed to Kirkham Lane. Works to reconstruct the existing path from Narellan (Coghill Street to Wilson Crescent) are complete.

TC40/02 **Recommended:** *That Council note the information.*

- (ii) Black Spot Identification/Evaluation/Treatment

No action.

- (iii) Local Behavioural Campaigns

CRSO advised that Council was successful in a number of submissions for funding from the RTA.

These included campaigns/projects relating to Speed, Drink Driving, Bike Week, Occupant Restraints, Community Perception Survey and Road Safety Strategic Plan.

TC41/02 **Recommended:** *That Council note the information.*

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(iv) RTA Road Safety Projects - Status Report

No Project active at this stage.

(D) Fatal Accident Reports

Nil

TC42/02 **Recommended:** *That Council note the information.*

SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

2009	John Street Closure – Uniting Church Event	Approved 11.6.02
2010	Kent Road – No Stopping Signage	Approved 10.7.02
2011	Argyle Street – Cadet Street Parade	Approved 10.7.02
2012	Oxley Street – Mobile Blood Van	Approved 23.7.02

TC43/02 **Recommended:** *That Council note the information.*

LATE/GENERAL BUSINESS

11 The Northern Road in vicinity of Harrington Park Estate (File 595)

The representative from the Narellan Chamber of Commerce requested that consideration be given to the installation of signage to limit/restrict the Engine-Compression Braking on the Northern Road.

TC44/02 **Recommended:** *That the matter be referred to the RTA for their consideration.*

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12 Camden Valley Way at Kirkham Lane (file)

The Traffic Engineer tabled a letter addressed to Cr Patterson from a resident of Carnarvon Crescent, Kirkham requesting an extension of the existing guardrail and the need to evaluate the lighting at the intersection of Camden Valley Way and Kirkham Lane. The Committee felt that the accident history did not warrant the provision of additional guardrail and that the existing street lighting appears to be functioning satisfactorily at this stage. The Committee also noted that the intersection will be subject of a major redesign as part of the Elderslie Land Release area.

TC45/02 Recommended: *That the extension of the existing guardrail and the upgrading of street lighting be reviewed when the intersection is redesigned.*

13 Camden Valley Way at Camden View Drive (files 3281 & 3288)

The Traffic Committee Chair requested that the roundabout at Camden Valley Way and Camden View Drive be reviewed with respect to the lane markings at the intersection.

TC46/02 Recommended: *That the intersection linemarking be reviewed and a further report be brought to the next meeting.*

14 Camden Valley Way at Anderson Avenue (file 3288)

The Committee was requested to consider the provision of advanced signage at the above intersection and agreed that as the Traffic Signals come under the jurisdiction of the RTA, a letter be forwarded to the Authority for action.

TC47/02 Recommended: *That the RTA be requested to consider advanced signage to advise motorists of the presence of traffic signals on Camden Valley Way at Anderson Avenue, Smeaton Grange.*

15 Fairwater drive, Harrington Park (file 3787)

Busways representative advised that Traffic Committee give consideration to a temporary bus stop in Fairwater drive, northern side, just west of William Campbell Avenue to service a special need. The Committee raised no objections but advised that signage should indicate that it is a temporary bus stop.

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TC48/02 **Recommended:** *That a temporary bus stop be approved on Fairwater Drive, northern side, just west of William Campbell Drive and that signage indicating a temporary nature be installed by Busways.*

16 **Waterworth Drive at Narellan Vale P.S.** (file 3429)

Busways representative advised that investigation into student bus patronage to Narellan Vale P.S. indicated that the Department of Transport has issued 43 bus passes to school students at this school. He also advised that observations revealed that 16 students arrived in buses in the morning and 14 departed in buses in the afternoon. It was agreed that these figures did not support the retention of the bus bay for buses and that there was concern that congestion would only occur during excursion and sports days. The bus bay could then revert to a "kiss and drop" area servicing the delivery of students to the school. The Committee felt that further discussion should occur with the School Principal and Busways to resolve this issue.

TC49/02 **Recommended:** *That Council liaise with the Principal of Narellan Vale P.S. and Busways regarding the use of the Bus Bay and report back to the next Traffic Committee meeting.*

Meeting closed at 11.50 a.m.

RESOLUTION FROM ORDINARY COUNCIL MEETING HELD
26 AUGUST, 2002

OTHER COMMITTEES

Traffic Committee Meeting – Held 12 August, 2002

The Director Works & Services advised Council that in relation to Item 2 of the Traffic Committee Minutes, members of the public have requested the matter be reconsidered by the Traffic Committee and requested the deferment of this Item.

Resolved on the Motion of Cr Winn, seconded Cr Batros, that the Minutes of the Traffic Committee of 12 August, 2002, copies of which have been circulated, be confirmed and adopted subject to the recommittal of Item 2 (Minute No. T31/02) of those Minutes to the Traffic Committee for further consideration at the request of the Traffic Committee.

099/02 **THE MOTION WAS CARRIED.**

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