

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
10 FEBRUARY, 2003

Present:

Cr. Fekete,	Chairperson
Cr. Patterson	
H. Harsojo,	Acting Director, Works and Services
J. Hillman,	Manager, Engineering
C. Johnson,	Traffic Engineer
K. Doherty	CRSO
L. Annabel	Technical Officer
M . Boyd,	Representative for Dr. E. Kernohan, M.P.
M. Swallow,	R.T.A.
D. Davies,	Busways
Sgt. D Black,	NSW Police
M. Hamilton,	Narellan Chamber of Commerce
F. Brooking,	Camden Chamber of Commerce
J. O'Keefe	Camden Place Manager attended for item 11

Apologies: Snr.Con. J. Kane, M. Leighton, C. Moule, T. Freestone

The meeting commenced at 10.00 am.

Rec. No.

1. Business Arising from the Committee's Last Reports Dated 14 October 2002 and 11 November, 2002.

Report to Council meeting 25 November 2002. - Resolution Nos. 127/02 and 128/02.

Maria Swallow from the RTA attended the meeting but was not recorded on the minutes. Council wishes to apologise for this oversight.

TC01/03 Recommended: That Council note the information.

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2. Larkin Place (File 654)

Council at its 11 November 2002 Traffic Committee meeting considered an item to implement a "One Way" circulation of traffic in Larkin Place in the vicinity of St Paul's School entrance. This entrance is within the car park area. The general intent of the one-way proposal was to improve safety in the vicinity of St Paul's entrances of the carpark.

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The Committee considered a range of options and finally decided on Option "A". This option provides clockwise circulation along the St Paul's frontage and maintains full options for circulation.

Discussions also covered movement in Larkin Place (southern leg) which was covered by the following item. This item recommended one-way movements northbound from John Street.

The Committee's recommendation was:

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.

This recommendation was not adopted by Council. Council instead decided that the item be referred back to Traffic Committee with a recommendation that:

"the gate access to Larkin Place be closed as Larkin Place is a carpark and that the pedestrian and parent pickup gate for St Paul's School be in Mitchell Street."

Council wrote to the Principal of St Paul's P.S. on 29 November 2002, advising her of the decision of Council and requested that comment be provided back to Council prior to the end of the school term last year. No reply has been received to date. However two letters of objection have been received from parents prior to December 2002.

Comment:

The latest decision of Council to close the St Paul's School gates in Larkin Street car park and have pedestrian access via Mitchell Street affects three previous recommendations of the Traffic Committee.

1. The provision of No Stopping restrictions across the two car parking spaces in the Larkin Street car parking immediately in front of the primary pedestrian gate of St Paul's School;
2. The decision to investigate "One Way" circulation within the car park area (Option 'A'); and
3. The decision to investigate "One Way" movement in Larkin Place (southern leg) to allow one way movement northbound from John Street.

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If Council were to proceed with its latest decision, the need to rectify the present car park issues (through points 1, 2 and 3 above) will not be needed as the existing conflicts would not be there.

There is, however grave concerns that the problems that exist in the car park will now be transferred into Mitchell Street. In this regard the proposal will require a complete and detailed investigation to accurately assess the overall impact of this proposal.

The present pedestrian and vehicular movements in both the car park and in Mitchell Street will have to be measured and then the car park data will have to be loaded onto Mitchell Street for an overall impact.

The timing for the collection of this data should be at a time when school operation is settled – possibly mid February 2003.

PAMPs

Council is presently in receipt of the Draft Final Report for the Pedestrian Access Mobility Plan. This document is presently under review by the Steering Committee and it is important to note that the precinct that St Paul's P.S. is in, is prominently featured within the document. It is considered appropriate that prior to any action being undertaken in this area, the recommendations of the document and comment from the Steering Committee members be sought and reported to the Traffic Committee and Council prior to any action taken.

TC02/03 Recommended: That

- (i) *the proposal to close St Paul's pedestrian access gates in the Larkin Place car park and the transfer of all pedestrian access via Mitchell Street be fully investigated prior to being actioned.*
- (ii) *Consultation with St Paul's School and users be undertaken.*
- (iii) *The proposal be brought to the notice of the PAMP Steering Committee for comment.*
- (iv) *A further report be prepared to Traffic Committee and Council prior to any action being taken.*

3. Traffic Committee Dates 2003 (File 1220)

Council has set the following dates to conduct Traffic Committee Meetings for 2003.

It is important to note that these meeting will be held subject to there being sufficient items to warrant calling a meeting. Should meetings be cancelled, urgent items will be dealt with under Council's delegated Authority and members will be informed accordingly.

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Traffic Committee Meeting	Dispatch Date (Friday)	To Ordinary Council Meeting for Adoption
February 10	January 31	February 24
March 10	February 28	March 24
April 14	April 4	April 28
May 12	May 2	May 26
June 10 (Tuesday)	May 30	June 23
July 14	July 4	July 28
August 11	August 1	August 25
September 8	August 29	September 22
October 13	October 3	October 27
November 10	October 31	November 24

TC03/03 **Recommended:** *That Council note the information*

4. Disabled Parking in Argyle Street, Camden (File 1947)

Council has been requested to consider the issue of Disabled Car Parking spaces in Argyle Street, Camden.

Currently there are twenty one (21) disabled spaces within Camden township. Seventeen spaces are off-street and four are on-street.

The on-street sites are at Mitchell Street, (1) opposite the Camden Pool and in front of the Uniting Church (2) and the other is in John Street near the Commonwealth Bank. There are no disabled car spaces in Argyle Street.

Argyle Street between Murray Street and Edward Street is predominantly restricted to One Hour Parking both sides with the exception of the area fronting the Post Office. This short section is restricted to 15 minute parking.

This request was to consider whether there is a need to have a disabled space or spaces in Argyle Street.

The Committee felt that as there are no disabled car spaces in Argyle Street, Council should investigate a number of sites to submit to the next meeting. The Committee thought that a space on both sides of Argyle Street between John Street and Elizabeth Street would be suitable due to the flat grade in the road that it provides. In this regard, Argyle Street western side outside the Old ANZ Bank would be an appropriate site and on the eastern side of Argyle Street, a location either side of the pedestrian crossing.

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Discussions also moved to Elizabeth Street. In this instance it was felt that the single unrestricted car parking space between Larkin Place and the Bus Zone could also be a candidate for a disabled space.

The Committee mentioned that motorists often park longer than the designated times and within bus stop sites. It was felt that periodic patrolling of kerb side parking should be increased to allow for a greater turn-over of these spaces.

- TC04/03** **Recommended:** *That*
- (i) *Council investigate locations for Disabled Parking spaces in Argyle Street both sides between John Street and Elizabeth Street. The provision of one space either side.*
 - (ii) *Council investigate the single car space in Elizabeth Street between Larkin Place and the Bus Zone outside the Merino Tavern as a possible third Disabled car space.*
 - (iii) *Council's Parking Patrol Officers be requested to provide increased patrolling of Argyle Street with the view to increase turn-over in parking in Camden's main street.*

5. Cawdor Road, Camden (File 3481)
Council at its 11 November 2002 Traffic Committee meeting considered an item for No Stopping signage fronting the Camden High School and in addition, the committee considered a complaint from the owner of property No. 290.

In the Traffic Committee report, the position of property was described as "the western side of Cawdor Road, 70m south of the school boundary". This in effect meant that property No. 306 was the one that was described.

Council's description of the site was incorrect and the anomaly was brought to the attention of the committee for rectification.

Traffic Committee in its deliberation of the matter recommended:

That Council

- install two additional No Stopping signs 3-5 metres on both sides of the driveway entrance to No. 290.
- Advise the owner of No. 290 Cawdor Road of Council's decision.

The Committee now considers it appropriate that as a new school year has commenced, that Council have the opportunity to view and observe conditions as they are today to ascertain if remedial action is needed as requested by the property owner of No. 290 Cawdor Road.

TC05/03 **Recommended:** *That the item be deferred for further investigation.*

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6. **Camden Valley Way at Anderson Avenue, Narellan** (File 3288)
The RTA recently modified the speed limits along Camden Valley Way in the vicinity of Anderson Avenue to incorporate an 80 km/hr speed limit some 300m either side of Anderson Avenue.

The Committee discussed the issue of inconsistent speed limit along Camden Valley Way at Anderson Avenue and noted the recent correspondence received from the RTA. The correspondence indicated that the Authority will be changing the speed limits on Camden Valley Way to have a 60 km.hr zone from Narellan, then followed by 80 km/hr northbound up to where the 90 km/hr zone starts now.

The Committee also discussed the issue of speed limits on Anderson Road as motorists turn off Camden Valley Way. In this regard the Committee felt that Anderson Road should be signposted with 60 km/hr to complement notices on the other end of the industrial estate.

TC06/03 **Recommended:** *That*

- (i) *Council note the advise of the RTA regarding the speed limit change on Camden Valley Way at Anderson Road.*
- (ii) *Council note that Anderson Avenue at Camden Valley Way will be signposted at 60 km/hr to be consistent with the other end of the industrial estate.*

7. **Waterworth Drive, Mount Annan** (File 3429)
Traffic Committee during 2002 considered the issue of the bus stop on Waterworth Drive at property No. 96/98. After a number of reviews by the Committee, it was resolved that the bus stop remain at its present location on a trial period of six months.

Busways subsequently installed the bus stop and were confronted with the reinstallation of this stop on five separate occasions due to vandalism.

Busways have requested that this item be listed for discussion.

The Committee noted that Busways' most recent attempt to stabilise the bus stop appeared to have been successful. Several Committee members commented that the stop appeared to be quite noticeable and free from any graffiti.

The question was raised whether the yellow markings on the road could be removed. The Committee felt that measures to remove the paint would be unsuccessful and that it should be allowed to wear away naturally. In this regard the Committee felt that if the stop remained vandal free, then remarking would not be required.

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TC07/03 **Recommended:** *That Council note the information.*

- 8.** **Speed Limits on Kirkham Lane, Kirkham** (File 1074)
Traffic Committee at its meeting of 12 June 2002 (adopted by Council on 24 June 2002) considered an item regarding speed limits along Kirkham Lane for a speed reduction from 80 km/hr to 60 km/hr.

The Committee resolved that:

- (i) Council await a response from the RTA in respect of their review of this speed limit change; and
- (ii) Kirkham Lane be included in the list of roads to be reviewed within the LGA wide Speed Review”.

Council has now been advised by the RTA that their investigations into the request could not be supported.

TC08/03 **Recommended:** *That Council note the information*

- 9.** **Melaleuca Road, Narellan Vale** (File 4061)
Council has received representation from the resident of No. 34 Melaleuca Road regarding traffic conditions in the vicinity of his property.

The resident has advised that he has difficulty in accessing his property (especially performing right turns into his property) due to speeding motorists coming in the opposite direction.

An inspection of the site revealed that No. 34 Melaleuca Road is adjacent to a bend in the road that has limited sight distance. It is located adjacent to the sound attenuation barrier of the Camden Bypass.

Observation has verified that traffic approaching from the opposite direction to our resident making a right turn into his property, does cause a potential hazard. Motorists generally were observed cutting the corner creating a potential head-on situation and substantiating the concern of the applicant.

The provision of double centre linemarkings on the approaches to and on the bend of the road would assist in at least keeping motorists on the correct side of the carriageway.

TC09/03 **Recommended:** *That Council install double centre linemarkings on the bend of Melaleuca Road, Narellan Vale adjacent to property No. 34.*

- 10.** **O’Dea Road, Mount Annan** (File 3949)

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Council has received representations regarding excessive speed and pedestrian safety along O'Dea Road. The request was to install speed reduction devices.

The complainant advises that a number of changes have occurred in the area especially noting that the connecting road from the Cascades Estate (Morgan Road) was a popular short cut. He also mentioned that the recent closure of Sheridan Way and the new Landcom Developments nearby have deteriorated conditions in the area.

In order to address the concerns by the complainant, a lengthy and area wide study would need to be undertaken.

A short time ago, Council went through the exhaustive process of closing Sheridan Way to traffic and along the way undertook a number of traffic counts as part of the process. It would be appropriate that a post installation study be undertaken of the closure and as this complaint is related, the data collected would either substantiate or dismiss the complaints received.

TC10/03 **Recommended:** *That Council undertake a post installation study of the Sheridan Way road closure incorporating an investigation into speeding along O'Dea, Morgan Road and surrounding streets within the precinct.*

11. RTA Big Ride, 15-23 March 2003 (File 1696)

Council is in receipt of an application to conduct a nine day bike ride on 15-23 March 2003. The race will commence in Warragamba on Saturday 15 March 2003 and conclude at Cootamundra on Sunday 23 March 2003.

Camden Council has been selected as one of the overnight stop-off sites and will utilise Onslow Park for their stay.

The route within Camden LGA will be Werombi Road, Cobbitty Road, Macquarie Grove Road and Exeter Street on the in-bound journey on Saturday 15 March 2003. On the out-bound journey, the roads used will be Cawdor Road, Sheathers Lane, Old Oaks Road and Burraborang Road.

A Traffic Management Plan has been prepared and the event will be under the control of the NSW Police Department. The Place Manager for Camden is co-ordinating the event from Council and was present to give an overview of the event.

TC11/03 **Recommended:** *That*

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- (i) Council approve the 2003 RTA Big Ride through Camden LGA subject to the NSW Police Department giving approval and that Police conditions are complied with.
- (ii) The RTA Big Ride Committee be advised that the section of Cobbitty Road between the village shop and Macquarie Grove Road will be under construction and that riders may experience minor discomfort for this short area.

(B) Deferred Items

12. Welling Drive, Mount Annan (File 2933)

Council has received a request from the resident of No. 339 Welling Drive, Mount Annan to install a physical barrier to divide Welling Drive.

The resident, in her letter to Council advises that motorists are impatient and often overtake as accessing private property occurs. In this regard, the resident believes that signage would not assist and on the advise of Camden Police requested that a physical barrier be given consideration.

Welling Drive is one of Council's major collector road servicing a substantial amount of Mount Annan residents. The road is a 13 metre carriageway with double centre linemarkings throughout. Over the years Council has implemented traffic management in the form of centre and edge linemarkings and more recently kerb blisters between Fitzpatrick Road and Rose Drive. This traffic management, in addition was extended to incorporate the traffic facilities for the Mount Annan Leisure Centre, thereby having a Traffic Management Scheme spanning from Waterwovrth drive to Rose Drive.

Traffic Counts recently undertaken have recorded volumes of traffic in the order of 7,487 vehicles per day with 85th percentile speeds of 61 km/hr west bound and 66 km/hr eastbound.

These speeds, whilst not ideal within a 60 km/hr speed zone, is not considered adverse. However it is generally known that motorists do tend to travel about 10 km/hr above the speed limit. Council's recent counts have indicated that motorists want to travel some 6 km/hr above the speed limit of Welling Drive.

Traffic Committee members were aware that a Pedestrian Access Mobility Plan (PAMP) is in an advanced stage of completion with the Draft Final Report presently being examined by the Steering Committee. In the recommendations of this report, Welling Drive has been mentioned for consideration for a speed limit change to 50 km/hr.

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The Committee felt that the request for a physical barrier to divide Welling Drive will in effect reduce property access to all residents fronting Welling drive (including this resident) to “left in” and “left out”. This treatment is considered to be too restrictive to residents as lengthy detours would need to occur to gain entry to properties. From a traffic operation point of view, this is not considered appropriate as it would necessitate a lot of unnecessary vehicle movement/trips and possible large amount of U-turning manoeuvres.

TC12/03 Recommended: That

- (i) *the request to have a physical barrier dividing Welling Drive in the vicinity of No. 339 not be supported due to the access restrictions that it would cause to residents fronting Welling Drive both sides.*
- (ii) *the Police be requested to undertake periodic surveillance along Welling Drive.*
- (iii) *Council note that Welling Drive is being considered for a 50 km/hr treatment as part of the PAMP study.*

(C) Permanent Items

13. (i) Local Bike Plan Implementation

No action

(ii) Black Spot Identification/Evaluation/Treatment

No action.

(iii) Local Behavioural Campaigns

No action.

(iv) RTA Road Safety Projects - Status Report

Local Behavioural Campaigns

Camden Liquor Accord Launch

The launch of the Camden Liquor Accord occurred on 16th December 2002 and was attended by the Mayor, Police Local Area Commander, Department of Gaming and Racing, Camden Chamber of Commerce, Council Staff Licensed Premises, taxi industry and stakeholders. Membership to the Accord is now

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being sought, the next phase involves implementing strategies to meet the aims and objectives of the Accord.

Choose a Sober Driver

The pilot program has been undertaken over the Christmas period in four hotels in the Camden LGA. Positive feedback has been relayed to the CRSO from the public on the drink drive initiative occurring in the LGA. This feedback ranged from the awareness of thinking of alternative transport means to the manner in which the hotel provided soft drinks/ tea coffee.

The next stage of the project involves an evaluation process of the program with the hotels to gauge success areas and recommendations for future drink drive programs.

Councillor Patterson noted the success of the campaign from the level of resources supplied to the community comment received regarding the program.

Road Safety Strategic Plan (RSSP)

Stage one of the project involving research and data analysis has been completed. Currently stage two of the project is under way, this includes the interview phase to determine the mutual priorities, objectives, strategies and responsibilities of the RSSP.

Community Road Safety Perception Survey

The final community road safety perception survey has been distributed to target groups and the wider community throughout the Camden LGA. Approximately 850 surveys were distributed with an approximate 25 per cent return rate. Currently the returned survey results are being compiled for analysis.

Speed Campaign – ‘Go 40 for Me’

The ‘Go 40 for me’ program encourages local schools to have an impact on the speed of motorists in their school zone by raising awareness of the 40km/h speed limits. This campaign will begin during term one and will involve signage, media advertising, newsletter inserts, banners in appropriate locations and a school competition.

TC13/03 **Recommended:** *That Council note the information.*

(D) Fatal Accident Reports

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14. A fatal accident occurred on Friday 17 January 2003 on The Northern Road, 600m north of Carrington Road, Bringelly.

The driver of the vehicle 1 travelling north along The Northern Road veered across the double centre line and collided with vehicle 2 travelling south along The Northern Road. The driver of Vehicle 1 was fatally injured.

TC14/03 **Recommended:** *That Council note the information.*

SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

15.

2002/14	Oxley Street – Breast Screening Van	Approved 17.2.02
2003/1	Oxley Street – Breast Screening Van	Approved 9.1.03
2003/2	Argyle Street – Australia Day Parade	Approved 17.1.03

TC15/03 **Recommended:** *That Council note the information*

LATE/GENERAL BUSINESS

16. **Fairwater Drive, Harrington Park** (File 3787)

Council has received a request from Australia Post to install a Street Post Box (SPB) on Fairwater Drive, Harrington Park. The location requested is between Lakeview Drive and the indented bus bay in front of the Community Centre.

Australia Post have advised that the request is of a temporary nature until the future shopping development is completed.

Harpak from Harrington Park have indicated support for this facility.

TC16/03 **Recommended:** *That Council approve the Street Post Box on Fairwater Drive on the approach side of the bus bay outside the Harrington Park Community Hall on a temporary basis.*

17. **Broughton Street, Camden** (File 998)

Council has received a request from the resident of 85 Broughton Street, Camden for No Standing restrictions similar to the restriction that was approved during the Hospital reconstruction.

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Due to the late arrival of this application Council has not had the opportunity to fully investigate this item and would like the matter deferred until a further report can be prepared.

TC17/03 **Recommended:** *That the request for No Standing restrictions outside property No. 85 Broughton Street be deferred for further investigation.*

18. Barsden Street, Camden (File3909)

Council is in receipt of a development application for 30 units at 1-7 Barsden Street, Camden. As a result Council received a number of submissions from adjoining residents concerned that the additional traffic generated by the development would exacerbate conditions in Barsden Street.

The development has incorporated a Traffic Management Scheme to alleviate the concerns of residents. It was proposed to rationalise traffic movements in Barsden Street by introducing pavement width reduction in paint.

TC18/03 **Recommended:** *That*

- (i) the proposed linemarking Traffic Management Scheme in Barsden Street be approved between Broughton Street and Cawdor Road with the exception that the proposed signage be altered to No Stopping.*
- (ii) The linemarking be provided in thermoplastic material.*
- (iii) The applicant be requested to provide payment for one additional re-mark of the site.*

19. Raby Road Speed Limits (File 1466)

The RTA representative advised that the Authority would like Council to comment on the reduction of the present speed limits in Raby Road. It was advised that the Campbelltown Council end of Raby Road was under review and the Camden end was also part of the review.

The Committee felt that the matter be pursued with the RTA and Campbelltown Council and a further report be submitted at the next Traffic Committee meeting.

TC19/03 **Recommended:** *That the speed limit review of Raby Road within the Campbelltown and Camden LGA be discussed with the RTA and Campbelltown Council and a report be prepared for the next Traffic Committee meeting.*

20. Main Street, Mount Annan (File 3455)

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The Committee were advised that a request was received from a motorised wheelchair resident of Currans Hill for a pram ramp on Main Street just north of McDonalds driveway. The present McDonalds driveway has a 50mm high lip that virtually tips the wheelchair over onto the roadway when used to cross the street. The Committee felt that the request was reasonable and raised no objections.

TC20/03 **Recommended:** *That Council install 2 pram ramps on Main Street, Mount Annan just north of the McDonalds driveway to facilitate wheelchair passage into Mount Annan Shopping Centre.*

21. Harrington Parkway, Harrington Park (File 4680)
Busways representative introduced an item to have a new bus stop provided on Harrington parkway east side just north of Sir Warwick Fairfax Drive. The Committee felt that the item should be deferred for investigation and a further report to the next Traffic Committee meeting.

TC21/03 **Recommended:** *That the request for a new bus stop in Harrington Parkway east side just north of Sir Warwick Fairfax Drive be deferred for investigation and a further report to Traffic Committee.*

22. Moore Place, Currans Hill (File 4681)
Council has received a request from a resident of Moore Place, Currans Hill to consider the installation of parking restrictions on one side of the street.

The Committee felt that the matter should be deferred for further investigation and a report back to the next Traffic Committee.

TC22/03 **Recommended:** *That the request to have No Parking on one side of Moore Place, Currans Hill be investigated and a further report prepared to the next Traffic Committee meeting.*

23. Richardson Road, Narellan – Pedestrian Crossing (File 970)
The Committee was presented with an item which was previously approved by Traffic Committee for a pedestrian crossing during 2002.

The Committee were given a brief history of the item and were advised that Macarthur Anglican School has a prospective purchaser for the school site. This, together with a proposal to develop the site would mean that if successful with their Development Application, the school would commence to vacate the site as early as June 2003.

From a traffic point of view, the loss of school children, parents and vehicular movements from Richardson Road would affect the RTA pedestrian warrants for a pedestrian crossing.

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The Committee was also concerned that the funds for the project would be a waste if the future need for a pedestrian crossing was reduced by the relocation of the school.

The Committee felt that whether the Macarthur Anglican School project goes ahead or not, a warrant for a pedestrian crossing exists now and that it would not be appropriate to wait a lengthy period of time to install this facility.

TC23/03 ***Recommended:*** *That Council continue to pursue the allocation of funding to have the pedestrian crossing in Richardson Road installed as soon as practicable.*

24. Currans Hill Drive(File 3690)

A request has been received through the Mayor for Traffic Committee to examine safety of pedestrians at the pedestrian crossing on Currans Hill Drive at Tramway Drive, Currans Hill.

The Committee were advised that the recommendations of the October Traffic Committee meeting had been carried out. These improvements included the installation of line markings in Tramway Drive on approach to Currans Hill Drive and the removal of landscaping on the approach corner to improve sight distance.

The Committee agreed that the physical constraints of the site necessitated the siting of the crossing in its present position. It also agreed that it was accurately located to meet the most appropriate pedestrian desire line. The only question that was posed was whether safety has been jeopardised by the position of the crossing. In this regard a safety audit of the site was carried out to ascertain whether a motorist could take evasive action in time to avoid hitting a pedestrian if travelling in Tramway Drive.

Sight distances were measured at two locations on Tramway Drive on approach towards Currans Hill Drive pedestrian crossing. The first measurement was recorded with a motorist viewing an adult at the crossing. This measurement was 35 metres from the crossing. The second measurement was recorded with a motorist viewing a child at the crossing. This measurement was 23 metres from the crossing. Given that motorists' attention is drawn to the intersection as they are approaching, slowing down etc. they have already viewed what is in front of them to the left before casting their eyes to the right of the intersection. Motorists have in fact knowledge of either an adult or a child pedestrian wishing to use the crossing some 35 metres and 23 metres respectively away from the intersection.

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The Committee agreed that the present location of the crossing was safe and that it should remain in its present position. They also agreed that the landscaping that was adjusted might be removed and replaced with low profile plants.

TC24/03 **Recommended:** *That*

- (i) *The existing pedestrian crossing in Currans Hill Drive at Tramway Drive remain in its present position as it is considered to be the safest and most appropriate site.*
- (ii) *Council replace the landscaping on the Tramway Drive frontage of the Currans Hill Community Centre being on approach to the crossing, with low profile plants.*

25. **Cawdor Road, Camden** (File 3481)

The Committee examined a request to alter the parking in the access road into Onslow Park just off Cawdor Road.

The area in question accommodates 90° angle parking for Camden Bowling Club and tennis court users.

As the access road at Cawdor Road is now controlled by a roundabout, it was felt that the 90° angle parking on the bowling club side should be signposted 90° angle parking "Rear to Kerb". The Committee felt that this manner of parking is safer when exiting from the car parking spaces.

TC25/03 **Recommended:** *That the 90° angle parking on the Camden Bowling Club side of the access road of Onslow Park at Cawdor Road be changed to 90° angle parking "Rear to Kerb".*

26. **Old Hume Highway Services Road at Annabella Avenue, Camden**
(File 817, 4682)

The Committee considered an item to highlight the 'hump and dip' in the Service Road of Old Hume Highway at Annabella Avenue with Double Centre linemarkings. The Committee raised no objections.

TC26/03 **Recommended:** *That double centre linemarkings be installed in the service road of Old Hume Highway at Annabella Avenue to highlight the hump and dip in the road.*

27. **Waterworth Drive, Mount Annan** (File 3429)

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The Committee were advised that Council's request to install the linemarking scheme on the approaches to Narellan Road was not supported by the RTA. The Committee was also advised that Council has responded to the Authority by letter. The new submission to the Authority expands on the issues for the need to have the linemarking scheme implemented.

Traffic Committee will be advised of the Authority's determination when the information comes to hand.

TC27/03 **Recommended:** *That Council note the information.*

Meeting closed at 12.30 pm

RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 24
FEBRUARY, 2003

Other Committees

Traffic Committee – Held 10 February 2003

Resolved on the Motion of Cr Fekete, seconded Cr McFadden that the Minutes of the Traffic Committee of the 10 February, 2003, copies of which have been circulated, be confirmed and adopted subject to the inclusion of the following phrase at the beginning of the recommendation in relation to Item 18 as follows:-

“That should Council approve the Development Application at 1-7 Barsden Street”.

029/03 THE MOTION ON BEING PUT WAS **CARRIED.**

THIS IS PAGE 17 OF THE MINUTES OF THE TRAFFIC COMMITTEE
MEETING HELD, 10 FEBRUARY 2003

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CHAIRMAN