

**MINUTES OF TRAFFIC COMMITTEE MEETING HELD**  
**10 JUNE, 2003**

**Present:**

Cr. Patterson	Chairperson
T. Freestone,	Director, Works and Services
J. Hillman,	Manager, Engineering
C. Johnson,	Traffic Engineer
K. Doherty	CRSO
L. Annabel	Technical Officer
H. Stait-Gardner,	Representative for G. Corrigan, M.P.
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:** Cr. S. Fekete, M. Swallow

**The meeting commenced at 9.15am.**

**Rec. No.**

**1. Business Arising from the Committee's Last Report Dated 12 May, 2003.**

Report to Council meeting 26 May 2003 - Resolution 058/03.

Argyle Street, Camden – No Stopping Signage

The Traffic Engineer mentioned to the Committee that the merchant of No. 71 Argyle Street had objected to the recently installed “No Stopping” signage across their driveway. It was explained to the Committee that the signage was approved under Delegated Authority which was ratified by Council at its meeting of 26 May 2003.

The merchant of No. 71 indicated that consultation for the signage had not occurred and that if stopping occurred in this area for whatever reason (loading or unloading), a Traffic Infringement Notice could be issued.

The original request was generated by the merchant at No. 65 who expressed concern at having been obstructed when exiting and entering from this common driveway of merchants 65 and 71.

The issue of consultation in this instance was not considered necessary as the “No Stopping” signage merely restates the law to not obstruct driveways. The issue of loading and unloading is a separate issue. This depends on the type of vehicle performing deliveries and the availability of kerbside space at the time deliveries are occurring.

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The Committee also mentioned consistency in signage where the driveway opposite this site is signposted with "No Parking: restrictions. In this regard it was felt that this site should also be converted to "No Stopping" signage.

**TC 54/03    Recommended: That**

- (i)    *The "No Stopping" restrictions across the driveway at 65/71 Argyle Street remain as per Delegated Authority 2003/6.*
- (ii)    *The driveway opposite No. 65/71 Argyle Street be altered from "No Parking" restrictions to "No Stopping" restrictions for consistency in signage.*
- (iii)    *The merchants of Nos. 65 and 71 (together with the merchants opposite) Nos. 60 and 62 Argyle Street be advised of this action.*

**SCHEDULE ONE ITEMS (Main Business)**

**(A)    New Items**

**2.    Waterworth Drive, Narellan Vale – Bus Stop Outside No 98/96**

Traffic Committee at the 9 September 2002 meeting considered this item with respect to the bus stop location outside the common property boundary of number 98/96 Waterworth Drive. The Committee recalled that issues of safety were challenged by the property owners of No 98 and a report was prepared to Traffic Committee addressing each of these issues.

The Committee recommended that:

- (i)    *the proposed Bus Stop outside 98/96 Waterworth Drive, Narellan Vale be approved for use as part of Busways bus route subject to a 6 month trial from implementation.*
- (ii)    *The traffic device in the vicinity of 98/96 Waterworth Drive be signposted at an advisory speed of 25 k/hr as a further guide to motorists.*

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The six months trial has expired and the matter was listed for discussion and final determination.

Comment

This bus stop location has been the subject of many reported and recorded incidents of vandalism. Council staff, Busways staff and the Police have all been exposed to complaints or requests to provide maintenance at this sight and to reduce the scale of paint work at the bus stop. Notwithstanding the vandalism, the bus stop from a Traffic Committee perspective has functioned at a satisfactory level.

Information from Busways indicate that since the bus stop became operational in December 2002, in excess of 3000 buses have passed or provided service at this stop. It was also noted that no other bus stop on this route has been the subject of damage.

The property owners of No. 98 Waterworth Drive have indicated that the issue of vandalism should be taken into account in deciding the permanency of this stop.

The Committee felt that the issue of vandalism was not a consideration in the deliberation of this matter by Traffic Committee. The avenue for addressing vandalism lies with the NSW Police Department and not Council's Traffic Committee.

**TC55/03**     **Recommended:** *That*

- (i)     *the bus stop outside No. 98/96 Waterworth Drive, Narellan Vale be approved as a permanent bus stop; as this site has provided satisfactory performance to the community*
  
- (ii)    *the property owners of No. 98 and 96 Waterworth Drive be advised of this action*

**3.     Lady Anne Way, Patherton Place and Stuckey Place, Narellan Vale – Request for Speed Humps** (File 4249 and 4529)

Council has received a petition from the property of No 13 Stuckey Place, signed by 35 residents, requesting that Council install speed humps for the purpose of slowing traffic in Stuckey Place when coming from Waterworth Drive.

The following extract from the petition was presented to the Committee:

*"I have witnessed, like all my neighbours the dangerous speeding that occurs daily in our street.*

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*The cars come off Waterworth Drive and use Stuckey Place which becomes Lady Ann Way then Patherton Place as a speed track.*

*Several cars have lost control coming around the first bend (opposite Elgar Place) one car dangerously spinning around and completely blocking the road and luckily no one was injured. But it is only a matter of time before someone is badly injured or killed.*

*We urgently need humps in Stuckey Place, Lady Ann Way and Patherton Place”.*

The Committee was also advised that a letter of objection to this proposal from the property owner of No 8 Lady Anne Way was also received. This resident stated that he was not consulted and that the issue is one where parents are unwilling to supervise their children by allowing them to play on the road. The resident strongly objects to the provision of speed humps to address this “child supervision issue”.

Council undertook speed and volume counts to confirm or refute the allegation of speed and presented the findings to the Committee with following results:

Two sites counted :

Station 1 was Stuckey Place between Lady Ann Way and Elgar Place

Results:	Vehicles per day	= 653
	85 percentile %	= 46 km/h northbound
		= 46 km/h southbound

Station 2 - Patherton Place between Lady Anne Way and Grey Gum Place

Results:	Vehicles per day	= 438
	85 percentile %	=48 km/hr northbound
		=46 km/hr southbound

The Committee was also advised that an examination of the Accident History found no record of accidents on these streets over the last 5 years period.

Comment:

The road system within the estate has been designed and built to AMCORD standards with the narrow street system creating a self enforcing low speed environment. Council’s data collected verifies this

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low speed environment which negates the need for any action to suppress speed.

**TC56/03     Recommended: That**

- (i)     *the request to install speed humps in Stuckey Place and Lady Ann Way not be supported due to low speed environment that presently exists along these roads.*
- (ii)    *the applicant be advised of this determination and that speed incidents should be noted and referred to the NSW Police Department for attention.*
- (iii)   *Council investigate remedial action on the bend opposite Elgar Place and implement remedial works if considered necessary.*
- (iv)    *Council's CRSO send letters to the residents of the streets affected pointing out the rationale of vehicle usage on narrow Council streets in new subdivisions.*

**4.     Pedestrian Access Mobility Plan (PAMP) (File 4496)**

The Traffic Engineer provided a brief presentation to the Committee regarding the PAMP project. The members were circulated with the executive summary, recommendations and schedule of works as the outcome from the final report. Discussions centred around the Consultant's recommendation to treat the various pedestrian routes, to reduce speed limits on certain LGA roads and the two concepts to treat pedestrian activity in John Street, Camden.

Generally no objections were raised to the proposed schedule of works to treat the identified pedestrian routes. The two concepts relating to treatment of the pedestrian needs along John Street were discussed at length and a number of questions were asked relating to the operation of each of the concepts. The Committee was advised that the Consultant had indicated that both the concepts presented were two examples of how the street could be treated and that both concepts would cause traffic to be reassigned throughout nearby streets. In this regard, the Consultant strongly recommended that both concepts would need to be addressed under a separate investigation.

The Speed Zoning changes within the report related to the reduction of speeds in heavily pedestrianised areas such as shopping centres. Here, the Consultant recommended that Argyle / Murray Streets, Camden and Main Street, Mount Annan should be reduced to 40 km/hr. This was supported by the Committee.

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Collector roads such as Currans Hill Drive, Welling Drive, Mount Annan Drive, Waterworth Drive, Holdsworth Drive and Macarthur Drive have been recommended to change from 60 km/hr to 50 km/hr.

In addition to the consultant's recommendation, the Committee was reminded of the State Government's recent announcement that from 1 November 2003, a 50 km/hr default speed limit will apply to all urban roads throughout NSW.

In this regard the Committee had been advised that the RTA requested that Council provide details of the present unsignposted 60 km/hr sites which Council wished to remain as 60 km/hr zones. This was requested so the RTA could display the zones in a more prominent fashion. Alternatively if this is not done then a 50 km/hr default speed limit will apply to all those roads.

The Traffic Engineer, after surveying all of Camden's 60 km/hr sites tabled to the Committee the unsignposted areas and advised that the RTA requested the information for programming purposes as a matter of urgency. The committee, after some discussion, felt that the tabled sites should be examined further and reported back to the Traffic Engineer to collate and refer to the RTA.

**TC57/03**     **Recommended:** *That*

- (i)     *Council note that Traffic Committee generally endorsed the Final PAMP documents.*
- (ii)    *Traffic Committee review the 60 km/hr unsignposted sites throughout the LGA and report back to the Traffic Engineer to collate who will report a consensus of results to the next Traffic Committee, and refer these recommendations to the RTA.*

**5.     Old Hume Hwy, South Camden (File 3658)**

Council has had discussions with Mr Noel Riordon regarding traffic conditions along Old Hume Highway between Macarthur Bridge and Council's LGA boundary. Mr Riordon's complaints relate to street lighting and road safety along this stretch of Old Hume Highway.

*Mr Riordon has provided copies of correspondence which relates to the issues and these have been attached for the Committee to view.*

**TC58/03**     **Recommended:** *That Council write to the RTA to request that consideration be given to undertake a Road Safety Audit on*

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*Remembrance Drive between Burragorang Road and Wire Lane  
with particular attention to side street access treatment and  
provision of street lighting for the length of road.*

**(B) Deferred Items**

**6. Cobbitty Road, Cobbitty (File 708)**

The Committee has been previously requested to consider an item to install a pedestrian crossing on Cobbitty Road, Cobbitty in the vicinity of the shops. The matter was deferred for investigation and data collection.

Traffic data was collected (and compared with the RTA warrants for marked foot crossings) with the following results

7.30am – 8.30am	Vehicles	= 368
	Pedestrians	= 17
2.30pm – 3.30pm	Vehicles	= 366
	Pedestrians	= 35
RTA warrants	Vehicles	= 500
	Pedestrians	= 30

A search of Council's Accident Record Base for the period of 1 January 1998 to 30 September 2002 has indicated that one accident had occurred in the vicinity of the shop.

Eighty-fifth percentile speeds were also collected with speeds of 71 km/h eastbound and 62 km/h westbound recorded. Average daily traffic volumes was 4257 vpd.

**Comment**

A RTA warrant does not appear to have been met and volume and accident rate in the vicinity of the shops appear to be satisfactory.

***TC59/03***     **Recommended:** *That*

- (i) The provision for a pedestrian crossing on Cobbitty Road in the vicinity of the village shop not be supported due to the RTA warrant not being met.*
- (ii) Council consider the site as a future pedestrian refuge site as identified in the PAMP project.*

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(iii) *The matter of speed on Cobbitty Road in the vicinity of the Cobbitty Shops be referred to the NSW Police for attention.*

**7. Argyle Street – Request for Disabled Car Spaces** (File 1947)

The Committee its 12 May 2003 Traffic Committee Meeting considered this item to provide Disable Car Spaces in Argyle Street, Camden. The Committee recommended that:

*“The provision of Disabled Car Spaces in Argyle Street be referred to investigate the impact of the additional width required for these bays on Traffic Flow in Argyle Street and to follow up the response from the Main Street Committee on this proposal”*

Council has since received letters from the Main Street Committee and Camden Chamber.

The Main Street recommended locations outside Blooms Chemist and outside Camden Pharmacy. The Camden Chamber recommended locations outside Argyle Living and near Molly Maguires Hotel.

Council has considered all the above sites together with the previous sites and have the following comments:

<b>Site</b>	<b>Comments</b>
Argyle St (outside Blooms Chemist)	Sited on the departure side of the pedestrian crossing and would be positioned in between normal car spaces. This will require 6.7m of kerbside area which may overall result in the loss of an additional car space. Site is on a grade making access to the vehicle difficult, and there is likely to be a number of attempts manoeuvring into this space – Not Recommended
Argyle St (outside Argyle Living)	Sited at the last car space on the approach to the nearby pedestrian crossing. Reasonably flat in grade. Considered appropriate as it would allow an easier exit out of the space due to the No Stopping restriction available for the crossing – Strongly Recommended

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Argyle St (outside Camden Pharmacy)		Sited as the first car space on the departure side of the pedestrian crossing. Reasonably flat in grade but considered unsuitable due to the reversing manoeuvre that needs to occur when exiting the space – Not Recommended
Molly Maquires		Sited as the last car space on the approach side of the pedestrian crossing. Reasonably flat in grade. Considered appropriate as it will allow an easier exit out of the space due to the No Stopping restrictions available for the crossing – Strongly Recommended
Elizabeth St (at Merino Tavern)		Single car space available between drive-through driveway of bottle shop and Bus Zone. Flat grade. Suitable location however not favoured due to distance to amenities and services – Not recommended.

Another issue discussed was Police concern regarding the additional width required for a disabled space and the effect that it may have on through traffic in Argyle Street.

Measurements taken on Argyle Street, outside Council’s preferred location of ‘Molly Maquires’ and ‘Argyle Living’ revealed that currently there is sufficient space to provide two through lanes and a sheltered parking lane in each direction. Eastbound traffic in Argyle Street has a combined carriageway (through and parking) lane width of 7.15m and an inner through lane width of 3.3m.

The measurements of a disabled space for an end bay site is 5.5m long by 3.2m wide (AS2890.5-1993). The 3.2m wide disabled space can fit comfortably within the 7.15m area available leaving through traffic movement on the eastern lane with a useable width of 3.95m

The other preferred location outside ‘Argyle Living’ has a similar breakdown in lane widths and would therefore similarly provide for a disabled parallel parking bay without compromising though lane widths.

**TC60/03     Recommended: That**

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- (i) *Disabled car spaces sited in front of Molly Maquires and Argyle Living on Argyle Street, Camden be approved.*
- (ii) *Standard 3.2m x 5.5m disabled parking spaces be linemarked at the locations outlined in (i) above, to define these disabled bays.*

**8.**  
**(C) Permanent Items**

- (i) Local Bike Plan Implementation  
No action
- (ii) Black Spot Identification/Evaluation/Treatment  
No action.
- (iii) Local Behavioural Campaigns

**Camden Community Road Safety Officers Report**

**Community Survey**

Analysis of data presented has occurred and a final report has been generated and forwarded to the RTA. It is envisaged that the information will provide valuable information regarding the perceptions of road safety issues within Camden LGA.

**Road Safety Strategic Plan (RSSP) – 3 year plan**

A draft RSSP has been developed and forwarded to Council for ratification. A final report for the project has been written and forwarded to IPWEA and the RTA.

**Go 40 For Me**

Resources have been delivered to all schools within the Camden LGA. Deadline for final competition is Friday 13<sup>th</sup> June 2003. Discussion to occur on entries received to date.

Draft report generated and forwarded to the RTA.

Please note: RSAC to assist in judging winning entry.

**Funding Submissions**

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The following submissions have been forwarded to funding bodies to seek financial support for road safety projects within the Camden LGA. Projects, and funding submissions, are based upon local crash data analysis and identified problem areas.

*NRMA*

***Camden LGA – Older Road Users and Motorised Wheelchair Information Brochure.***

This project aims to develop a brochure and fridge magnets informing the community of the road safety issues surrounding older people and people confined to wheelchairs. The brochure will also highlight disabled access and elderly friendly zones within the Camden LGA.

Funding sought: \$ 2500.00

*MAA*

This project will undertake a range of initiatives to raise awareness that small children are at risk of motor vehicle injury in low speed ‘off road environments’ – that is, driveways and yards. The project target group will include accessing parental carers, supervisors and families, but will also focus on culturally diverse groups including Aboriginal and Torres Strait Islanders and non-English speaking communities in the Camden LGA.

Funding sought: \$ 3000.00  
**Funding Received: \$ 2500.00**

*RTA*

A number of projects have been submitted to the RTA for funding. Some projects are joint initiatives to be undertaken with other Councils and some projects involve only the Camden LGA.

*Drink Drive Campaign*

This project is the first phase of a three-year WSROC Action Plan, which links to the WSROC Strategic Plan 2010. Please note: Camden and Campbelltown Councils are associated with WSROC for the drink drive campaign.

This project is a drink drive/walking prevention project incorporating education, enforcement and environmental

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strategies and focusing on drinking at licensed premises and private homes/other venues.

Funding sought: \$ 5000.00 per Council  
(x 13 Councils = \$ 65000.00)  
**Funding received: \$ 65000.00**

*Speed You Lose Campaign*

'Go 40 For Me' is an ongoing countermeasure that addresses the issue of speeding across parts of western Sydney. This project supports and complements Road Safety 2010 and the Regional RTA priorities as outlined in 2003/04 grant application information. This project is also directly related to the high priority of speeding as a road safety issue in individual Road Safety Officer Action Plans. Six Councils are included in the current submission - Auburn, Baulkham Hills, Camden, Campbelltown, Fairfield & Liverpool Councils.

Funding sought: \$ 5000.00 per Council  
(x 6 Councils = \$ 30 000.00)  
**Funding received: \$30 000.00**

*Occupant Restraints*

This project aims to provide, free of charge, restraint checking in vehicles and raise awareness of the importance of properly fitted child restraints. The "Buckle Up Everytime" campaign will provide a total of three (3) free restraint checking sessions (minimum of two hours each in duration) in each local government area. Venues at which sessions will occur will be based on the success and recommendations of previous campaigns.

Local RTA Authorised Restraint Fitters will conduct each restraint checking. Participants will have the opportunity to have their child restraint checked by an authorised restraint fitter at no cost.

Funding sought: \$ 3000.00  
(x3 Councils = \$ 9000.00)  
**Funding received: \$ 9000.00**

*Camden Liquor Accord*

Late last year the Camden Liquor Accord was launched in the Camden LGA. The Accord aims to improve community safety and reduce alcohol related harm in the Camden LGA. The Accord aims to reduce alcohol related violence, anti-social behaviour, improve local amenity, safety and the perception safety in the Camden area. The current project seeks seed

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funding support to develop materials and media advertising to raise awareness within the local community of the Accord.

Funding sought: \$ 2000.00

**Funding received: \$ 2000.00**

*Bridging the Gap – ‘Experienced Driver Mentoring and Young People Learning to Drive Program’*

This pilot project aims to address road safety issues that concern both adults and youth.

This two-pronged pilot project will firstly update the knowledge of current road rules for experienced drivers in the local community that become successful as mentors as they will be required to sit the Knowledge Test prior to becoming mentors to young people. The second, and major component of this project, is to access young people with learning difficulties in the local community and focus on providing mentoring to achieve their learners permit to drive. This combined approach will build relationships between younger people and adults in the community as well as building skills and confidence of current road rules for both age groups.

Funding sought: \$ 2000.00

**Funding received: \$ 2000.00**

*Occupant Restraints*

A final report has been generated on this project and forwarded to the RTA.

*Operation WestSafe*

The May-June phase of Operation WestSafe is currently in full swing. Camden and Campbelltown LGA's were targeted by the WestSafe operation twice during May. A summary of statistics for the operation appear below:

- Thursday 8<sup>th</sup> May
- 187 total traffic infringements
- 88 infringement notices issued
- 92 speeding offences
- 7 restraint offences
- 2237 RBT truck, 1485 stationary RBT

**TC61/03**    **Recommended:** *That Council note the information.*

(iv)    RTA Road Safety Projects - Status Report

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No Project active at this stage.

**9.**  
**(D) Fatal Accident Reports**

Nil

**TC62/03**     **Recommended:** *That Council note the information.*

**SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)**

**LATE/GENERAL BUSINESS**

**10. Motorised Wheelchairs**

The Police representative gave a short presentation to the Committee with respect to the legalities of Motorised Wheelchairs and crossing double unbroken centre lines. The Committee heard quotes from the Australian Road Rules which clarified the uses and application of these facilities. Motorised wheelchairs travelling less than 10 km/hr on flat ground, is considered to be a pedestrian.

**TC63/03**     **Recommended:** *That Council note the information.*

**11. E-Toll**

The Narellan Chamber representative tabled a pamphlet regarding the E-Toll and advised that RTA offices as collection points for the tags do not appear to cater for the South West Region.

**TC64/03**     **Recommended:** *That Council write to the RTA requesting that a collection point be allocated within the South West Region.*

**12. Cobbitty Road (File 708)**

The Narellan Chamber representative advised that some time ago Council had approved a School Crossing in Cobbitty Road outside Cobbitty Primary School. He requested that the matter be followed up. The Committee advised that the matter will be actioned.

**TC65/03**     **Recommended:** *That Council note the information.*

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**13. Cobbitty Road Truck/Vehicle Speeds (File 708)**

The Narellan Chamber representative advised that vehicle speeds, especially trucks, appear to be excessive and that some trucks did not cover their loads.

**TC66/03**     ***Recommended:*** *That the matter of vehicle speeds, and trucks with uncovered loads be referred to the NSW Police Department for the relevant enforcement.*

**14. Grahams Hill Road and Kirkham Street, Narellan (File 3482; 4209)**

Busways representative requested that consideration be given to the use of Graham Hill Road and Kirkham Street in order to gain access onto The Northern Road. They advised that this was required to optimise school bus operations in the Narellan area.

The Committee felt that a better option would be to use Grahams Hill Road and then onto Porrende Road to gain access to The Northern Road via the control of the roundabout.

**TC67/03**     ***Recommended:*** *That approval be given for buses to use the full length of Graham Hill Road and Porrende Street to gain access to The Northern Road via the control of the roundabout.*

**15. Richardson Road, Narellan (File 978)**

Busways representative advised that activities on Richardson Road outside Macarthur Anglican Primary School. has increased to such a degree that it required a review of the present Bus Zone length within the indented bus bay.

The Committee was advised that in the afternoon, up to five buses from Picton Coaches, Busabout and Busways had to compete for three bus lengths within the bus bay. Servicing the school under the present circumstances has forced bus drivers to double park and this caused motorists to cross double barrier lines and drive on the opposing side of the road to pass the stationary bus. Police motoring the site have expressed concern regarding this practise.

Busways representative requested that consideration be given to additional bus zone space within the bus bay and a short 13m lead in area that could be signposted as a PM bus zone area. The Committee were advised that the short PM bus zone area would necessitate the loss of two car spaces for one hour in the afternoon. In this regard it was felt that the matter should be brought to the notice of the school

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and P & C, but the proposal was generally supported by the Committee.

**TC68/03**     **Recommended:** *That Council approve the extension of the bus zone on Richardson Road bus bay outside Macarthur Anglican Public School subject to consultation with the school and P & C.*

**Meeting closed at 11.40 am**

**RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 23**  
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**Other Committees**

Traffic Committee – Held 10 June, 2003

*(Cr Campbell declared a pecuniary interest relating to Item 1 of the Traffic Committee Minutes held on 10 June, 2003, being a part owner of a business in Argyle Street, and the business subject of the report, took no part in discussion or voting on this matter and left the Chamber – the time being 10.25pm).*

**MOTION**

*Moved Cr Corrigan, seconded Cr Senise that the Minutes of the Traffic Committee of the 10 June, 2003, copies of which have been circulated, be confirmed and adopted with the exception of Item 1 to be referred back to the Traffic Committee for further discussions with Merchants to resolve the issues.*

078/03     THE MOTION ON BEING PUT WAS **CARRIED.**

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*(Cr Campbell returned to the Chamber – the time being 10.38pm).*

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