

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
10 MARCH, 2003

Present:

Cr. Fekete,	Chairperson
Cr. Patterson	
T. Freestone,	Director, Works and Services
J. Hillman,	Manager, Engineering
C. Johnson,	Traffic Engineer
L. Annabel	Technical Officer
M . Boyd,	Representative for Dr. E. Kernohan, M.P.
M. Swallow,	R.T.A.
D. Davies,	Busways
M. Hamilton	Narellan Chamber of Commerce

Apologies: C. Moule, K. Doherty, M. Leighton, Snr.Con. J. Kane

The meeting commenced at 8.30 am.

Rec. No.

1. Business Arising from the Committee's Last Report Dated 10 February, 2003.

Report to Council meeting 24 February 2003 - Resolution 029/03.

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**

TC28/03 Recommended: *That the amendment be noted.*

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

- 2. Larkin Place** (File 654)
Traffic Committee recalled that traffic conditions in Larkin Place and the carpark was discussed at the 10 February 2003 meeting and at prior meetings. The item was again submitted to the

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Committee for their consideration in light of the latest resolution of Council on 24 February 2003.

For the benefit of the Committee members, the report to the 10 February Traffic Committee meeting was provided as background information:

Background

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.

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.

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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 Place 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.

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.

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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.

Deliberation by Council 24 February 2003

A member of Council in a "Notice of Motion" gave notice of his intention to oppose the closure of the school gate at Larkin Place. The matter was debated and voted by Council and resulted in a resolution:

"The Larkin Street gate to St Paul's Primary School, 30-36 John Street, Camden remain open".

Consequences of this determination

The above resolution effects a number of current issues under investigation for report to this committee. In summary the following 'part' resolution made by the committee are affected.

Part (i) of TC02/03 above is no longer required.

Part (ii) and (iv) of TC02/03 above are appropriately to be reconfirmed as part of TC64/02, TC082/02 and TC83/02 within the recommendation of this report, and

Part (iii) of TC02/03 has been actioned.

Outstanding Recommendations

The latest resolution of Council now leaves the following items (noted above and reproduced for clarification) that need to be actioned through this report recommendation.

14 October 2002, Local Traffic Committee

TC64/02 That

- (i) No stopping 8.00 am – 9.30 am and 2.30 pm – 4.00 pm School Days restrictions be provided across two car parking spaces in the Larkin

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Place carpark in the vicinity of the St Paul's Primary School access gate.

- (ii) *Investigation of one-way circulation of traffic in Larkin Place, particularly in the lane passing the school exit be carried out and reported to the Committee.*

11 November 2002, Local Traffic Committee

TC82/02 *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.*

- TC83/02 *That*
- (i) *a pedestrian crossing be installed in Larkin Place at John Street, Camden (HAS BEEN INSTALLED).*
 - (ii) *Council investigate One-way movement in Larkin Place southern leg off John Street and a report be brought to a future Traffic Committee meeting.*

TC29/03 **Recommended:** *That Council implement previous recommendations*

- TC64/02 *That*
- (i) *No stopping 8.00 am – 9.30 am and 2.30 pm – 4.00 pm School Days restrictions be provided across two car parking spaces in the Larkin Place carpark in the vicinity of the St Paul's Primary School access gate.*
 - (ii) *Investigation of one-way circulation of traffic in Larkin Place, particularly in the lane passing the school exit be carried out and reported to the Committee.*

TC82/02 *That Option "A" be adopted for discussion with residents, shop owners and St Paul's School to improve safety for "business and other users" of Larkin Place carpark. Consultation with stakeholders be initiated and referred back to the committee.*

- and TC83/02 That*
- (ii) *Council investigate One-way movement in Larkin Place southern leg off John Street and a report be brought to a future Traffic Committee meeting.*

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3 **Tramway Drive at Currans Hill Drive** (File 3927, 3690)
Council has received representation from a resident of Currans Hill to provide improvements to the existing crossing on Currans Hill Drive at Tramway Drive. The resident requested that Council consider installing a "Stop" sign to force motorists to come to a complete halt prior to approaching the crossing.

The request was considered complementary to Council's previous treatment and no objection was raised by the Committee.

TC30/03 **Recommended:** *That a "Stop" sign be installed in Tramway Drive at Currans Hill Drive, Currans Hill*

4 **Cobbitty Road** (File 708)
Traffic Committee received representation through the Mayor to have a pedestrian crossing installed on Cobbitty Road in the vicinity of the Cobbitty General Store.

TC31/03 **Recommended:** *That the request for a pedestrian crossing in Cobbitty Road at the Cobbitty General Store be deferred for investigation and a further report to Traffic Committee.*

(B) Deferred Items

5 **Disabled Parking – Argyle Street** (File 1947)

Traffic Committee at its last meeting of 10 February 2003 considered an item to provide on-street Disabled Car Parking spaces in Argyle Street.

The Committee 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.*

Council's Traffic Engineer tabled photographs of three possible disabled car space locations and advised that such spaces would result in the loss of one car space for each site. The Committee

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were advised that the Argyle Street locations (i) in front of Molly's Tavern, and (ii) in front of Whitemans Store were considered suitable for disabled car spaces as the existing "No Stopping" of the pedestrian crossing could be used when leading out of those spaces. They were also considered appropriate due to the flat grades available kerbside. In this regard the area of Argyle Street between John Street and Murray Street was considered unsuitable due to the downgrade nature of the road especially kerbside.

The third site in Elizabeth Street, in front of the Merino Tavern (between Larkin Place and the Bus Zone) was considered removed from general service facilities.

The Committee agreed but felt that the views of the Macarthur Disabilities Services should be sought prior to any action being undertaken to install disabled spaces in Argyle Street and Elizabeth Street, Camden.

TC32/03 **Recommended:** *That Council canvas the views of the Macarthur disability Services, Camden Chamber and the Main Street Committee regarding the need to have disabled car spaces in Argyle Street and Elizabeth Street, Camden.*

6 **Cawdor Road, Camden** (File 3481)

Traffic Committee at its last meeting of 10 February 2003 considered an item to signpost property No. 290 Cawdor Road, Camden with "No Stopping" restrictions either side of the property driveway.

The Committee recommended *"that the item be deferred for further investigation"*.

The Committee were advised that surveillance of site conditions over a period of a week resulted in very little disruption to driveway activities outside No. 290 Cawdor Road. No obstruction to the property access was detected and as such, the Committee felt that the request for No Stopping restrictions could not be justified at this stage.

TC33/03 **Recommended:** *That the provision of "No Stopping" restrictions either side of the access driveway of property No. 290 Cawdor Road could not be justified at this stage but Council undertake periodic surveillance of the site.*

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7 **Harrington Parkway** (File 580)

Traffic Committee at its last meeting of 10 February 2003 considered a late item from Busways for the provision of a bus stop along Harrington Parkway east side 43 metres north of Sir Warwick Fairfax Drive.

The Committee *recommended that:*

“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.”

Council has examined the request and considers that the stop could be approved on a temporary nature due to the present need. Under full development of the estate, the subject bus stop will not be required, as the area will be better served by future bus stops.

TC34/03 **Recommended:** *That*

- (i) *Council approve a bus stop in Harrington Parkway east side, 43 metres north of Sir Warwick Fairfax Drive on a temporary basis. The stop is to be removed when development to the east of the estate is constructed to a stage that would warrant the bus stop’s removal.*

- (ii) *Busways advise the community that the stop is temporary by the installation of appropriate signage to indicate that it is a temporary bus stop.*

(C) **Permanent Items**

8 (i) Local Bike Plan Implementation

No action

9 (ii) Black Spot Identification/Evaluation/Treatment

At its meeting on 14 October 2002 Council was advised that it has received funding under the National Black Spot Program as follows:

Deepfields Road	• 400m length north of Chisholm	\$30,000
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	Road <ul style="list-style-type: none"> • Enhance Edgelines • Install curve and advisory speed signs • Install street lighting 	
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TC35/03 **Recommended:** *That Traffic Committee note Council's acceptance of this grant*

10 (iii) Local Behavioural Campaigns

No action.

11 (iv) RTA Road Safety Projects - Status Report

Local Behavioural Campaigns

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.

Current Status: Evaluation template formatted, next stage to contact each participating venue. Camden Civic Centre have approached the CRSO to participate in the program (were invited initially but did not take up the offer), CRSO adapted program to meet the needs of the Civic Centre

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.

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Current status: Interviews have been completed, stage 2 report has been received for review, workshop has been organised for early April.

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.

Current status: Still entering data to computer.

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.

Current status: Resources have been ordered, contact occurring with all schools in the LGA to inform of the project and commencement early in term 2.

Community Road Safety Action Plan 2003-04

Current: As part of the community road safety position the CRSO develops an annual ‘action plan’ that is developed in consultation with the Road Safety Advisory Committee (Council) and the RTA. This action plan identifies the specific actions that are proposed to be undertaken during the following year. The draft 2003-04 Action Plan has been developed and forwarded to the RTS, minor changes need to occur prior to finalisation of the document.

TC36/03 **Recommended:** *That Council note the information.*

12 (D) Fatal Accident Reports

Nil

TC37/03 **Recommended:** *That Council note the information.*

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SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

LATE/GENERAL BUSINESS

13 Leppington Shop – Proposed Pedestrian Refuge on Camden Valley Way (File 3288)

Cr. Fekete asked for a progress report on the pedestrian refuge facility on Camden Valley Way in the vicinity of the shop. The RTA representative advised that preliminary drawings have been prepared and consultation with the community is to occur shortly.

TC38/03 Recommended: That Council note the information.

14 Gundungurra Reserve, Narellan Vale (File 8075.429)

The Committee were advised that trail bike riding in Gundungurra Reserve has been causing the community some concern and the members asked if the Police are able to assist in any way.

TC39/03 Recommended: That the Police investigate trail bike riding in Gundungurra Reserve, Narellan Vale and report back to the next Traffic Committee meeting.

15 McGrath Place, Currans Hill (File 4351)

The Committee were advised that the Currans Hill Public School Parents and Citizens Association had written to Council to indicate their dissatisfaction of the “No Stopping” restrictions that had been installed in McGrath Place. They stated that the school principal was not notified regarding this issue and that they first heard of the item when Council’s Traffic Engineer faxed information through in late January 2003.

The Traffic Committee members were reminded that extensive public consultation had occurred not only with residents but also with the Assistant School Principal back in October 2002 and the matter was deliberated by Traffic Committee on 11 November 2002.

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The Committee reiterated that the parking restrictions implemented were not only provided to assist residents, but a holistic approach to road safety generally. The main beneficiaries were thought to be school children as the conflict with motor vehicles had now been minimised.

The other issue relating to parents parking in Currans Hill Drive as a result of the restrictions in McGrath Place, the Committee felt that this was not an unreasonable action for parents to undertake and that if care and control was exercised then safety would not be jeopardised.

Parking in Currans Hill Drive and walking some 90 metres to pick up children at the school gate was considered a safe practice.

TC40/03 **Recommended:** *That*

- (i) *the present parking restrictions in McGrath Place are considered appropriate to cater for the needs of the community.*

- (ii) *a letter be sent to the Currans Hill Public School P & C Association advising that consultation had occurred with the school and that Council will continue to monitor the site.*

Meeting closed at 10.30 am.

RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 24 MARCH, 2003

Other Committees

Traffic Committee – Held 10 March 2003

Resolved on the Motion of Cr Patterson, seconded Cr McFadden that the Minutes of the Traffic Committee of the 10 March, 2003, copies of which have been circulated, be confirmed and adopted.

041/03 THE MOTION WAS **CARRIED.**

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