

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
11 AUGUST, 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.
M. Swallow,	R.T.A.
C. White,	Narellan Chamber of Commerce
F. Brooking,	Camden Chamber of Commerce

Apologies: Cr S Fekete; D. Davies; C. Moule; Sen Con J Kane; and M Leighton

The meeting commenced at 9.30am.

Rec. No.

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

Report to Council meeting 23 June 2003. - Resolution 078/03.

Signage of Private Driveway Between 65 and 71 Argyle Street, Camden

This item reported to the June Traffic Committee was taken up by Council at its June 2003 Council meeting when, as part of its consideration of the Traffic Committee minutes it was noted:

“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.”

A meeting was held on Friday 25 July 2003 between two Council officers, the owners of “Looking Class” 71 Argyle Street, and the Manager of Camden Starr Real Estate at 64 Argyle Street to discuss the operations of this private driveway and signage of the driveway which formally denotes the legislation forbidding parking across the driveway.

Topics covered during the on-site meeting were:

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- The siting of the sign poles from the driveway edges
Parking practices of drivers in Argyle Street at the driveway
The operation of the private driveway by both parties
Operation of the gate across the drive
History of traffic impeding the driveway
- Delivery to nearby shops
 - Practices of delivery vehicles
 - Practices of private drivers in picking up purchases
 - Signage of the driveway on the opposite side of Argyle Street between Nos. 60 and 62
 - Signage to the other access points in Argyle Street namely:
 - Crown Hotel (No. 187)Furniture One Store (No. 185) and Woolworth's exit
 - Post Office (No. 135)
 - Camden Toyworld (No. 38)
 - Butlers Funeral Director (No. 23)

The owners of 65 Argyle Street are firmly of the belief that signing the driveway is unnecessary, and although aware that some minor infringements of the parking legislation have occurred, do not see the need to formally sign the driveway.

The manager of 71 Argyle Street was equally of the opinion that the signage will make drivers aware of the need to keep the driveway free for access. He indicated a need to access the driveway throughout the day by the business.

No consensus could be achieved through the on-site meeting. Both parties were offered the opportunity to put their position in writing so that the matter could be considered by the Traffic Committee and Council. At the time of writing no correspondence has been received. Any letter will naturally be tabled at the meeting should it arrive prior to this Traffic Committee.

One further point to note is that the driveway / access points to the above noted sites in Argyle Street are each signposted with "No Stopping" signs (the only exception being to Butler Funerals which is un-signed).

TC69/03 **Recommended:** *That*

- (i) *Council reaffirm the need to sign the private driveway between 65 and 71 Argyle Street as a matter of conformity with other similar access points in the main street of Camden as per Delegated Authority 2003/6.*
- (ii) *The driveway adjacent properties Nos. 60 and 62 Argyle Street be altered from "No Parking" to "No Stopping".*

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- (iii) *The merchants of Nos. 65 and 71, and 60 and 62 be advised of this action.*

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2. **Macquarie Grove Road at Exeter Street, Camden** Files 3716, 626)

Council has received representation from a resident of Exeter Street, Camden requesting that “preventative measures” be undertaken by Council to stop out-of-control vehicles from hitting her property at No. 3 Exeter Street.

The resident advised that the accident that occurred on 14 June 2003 incurred substantial property damage to her house and that in her view, high speed was the cause.

Council’s Design Section was requested to cost the installation of guardrail in Exeter Street and other counter measures to improve conditions on Macquarie Grove Road on approach to this T-junction.

The provision of guardrail is a concern to Council Officers as front-on collisions (whilst it would absorb some of the energy of the crash) would not be sufficient to induce drivers to reduce speed purely by its presence.

TC70/03 **Recommended:** *That*

- (i) *the existing hazard board be extended;*
(ii) *T-junction warning signs be installed in advance of the junction to give sufficient warning to motorists; and*
(iii) *Council arrange to have the lumin of the existing lighting checked.*

3. **Camden Valley Way and Kirkham Lane, Camden** (File 3288, 1074)

As a result of a recent fatal accident at the T-junction of Camden Valley Way and Kirkham Lane, Council has undertaken an investigation of the site.

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Camden Valley Way at this location is a two lane bitumen sealed road with approximate 3.0 – 3.5 metre lane widths in each direction with a passing lane for motorists wishing to turn right into Kirkham Lane. Double centre and edge linemarkings exist and appear to be in good condition.

Kirkham Lane is also a bitumen sealed road approximately 3.0 metres wide with unsealed shoulders. Double centre linemarkings exist for approximately 30 metres from the junction and then followed by single lane line separation. The junction has a street light at Camden Valley Way.

Accident history investigation indicates that there have been 10 accidents recorded since 1997. The predominant accident type was rear-end accidents with 6 records. Intersection and opposing vehicle type accidents amounted to 4 records. The most recent fatal accident at the site was an opposing vehicle type accident.

Council, as part of the Elderslie Release Area has identified this site as a future roundabout site. Council officers have recently prepared a submission for a roundabout at this intersection to the RTA under the Federal Accident Blackspot Program.

This submission was prepared for the 2004-2005 financial year and it is felt that whilst this is a longer term solution, conditions could be improved by the removal of the “African Olive” vegetation on approaches to the junction. This is expected to improve sight distance to all motorists on all approaches to the T-junction. See attachment.

TC71/03 **Recommended:** *That*

- (i) *Council remove the “African Olive” vegetation on all approaches to the T-junction of Camden Valley Way and Kirkham Lane to improve sight distance;*
- (ii) *The existing T-junction warning sign be upgraded and a complementary sign be provided; and*
- (iii) *Edge line markings be installed in Kirkham Lane at the entrance to highlight the entrance and edge of carriageway.*

4. **Menangle Road at Camden Hospital** (File 628)

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Council has received a request from Australia Post to install a "street mail box" in Menangle Road in close proximity to Camden Hospital.

Traffic Committee recalled the recent improvements approved with the installation of a pedestrian crossing and associated lines and signs. Council in its design of this project has anticipated a future request from Australia Post and incorporated / made provision for this facility. The location chosen for this facility is along the kerbside area between the two new driveways and is centrally positioned to optimise the use by the hospital and general community.

Australia Post have been advised of this location and are in agreement with this site.

TC72/03 **Recommended:** *That*

- (i) a "Street Mail Box" be approved in Menangle Road, Camden, western side just north of Gilbulla Avenue.
- (ii) Australia Post be requested to install the mail box on the outer edge of the existing footpath (close to title boundary).

5. **Waratah Court, Narellan Vale**(File 3812)

Macarthur Strata Pty Ltd acting on behalf of Waratah Court residents have applied to Council to install speed humps within their private property to minimise vehicle speeds within the circulating internal road.

The item was deferred for further investigation.

TC73/03 **Recommended:** *That Council note the information.*

6. **Farmhouse Place, Spring Hill Village** (File 4539)

Council has received a petition from residents of Farmhouse Place, Spring Hill Village to reduce the speed limit or to convert the street to one way. The matter was reported to Council where it was recommended that:

- (i) Council note the petition;
- (ii) The matter be referred to Council's traffic Committee for further investigation; and
- (iii) The initial signatory be advised that this matter has been referred to Council's Traffic Committee.

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Council has undertaken speed and volume counts along three locations in Farmhouse Place, with the following results:

Site 1 at rear boundary to No. 7 Farmhouse Place
Total vehicles per day = 122 vpd
85th percentile speed northbound = 36 km/hr
85th percentile speedsouthbound = 37 km/hr

Site 2 at No. 11 Farmhouse Place
Total vehicles per day = 111 vpd
85th percentile speed northbound = 36 km/hr
85th percentile speedsouthbound = 40 km/hr

Site 3 at rear boundary No. 15 Farmhouse Place
Total vehicles per day = 96 vpd
85th percentile speed eastbound = 33 km/hr
85th percentile speedwestbound = 33 km/hr

A summary of the results would indicate that the volume of vehicles per day – in this case 96 – 122 vpd and speeds in the order of 33 km/hr – 40 km/hr falls well within the expected limits for this type of Council street.

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 low speed environment and negates the need for any action to suppress speed or to change the priority of movement.

TC74/03 ***Recommended:*** *That the request to reduce the speed limit and to alter Farmhouse Place to one-way operation not be supported due to the low speed and volume environment that exists along these roads.*

7. 60 km/hr Zones in Camden LGA

Council has been requested by the Roads and Traffic Authority to indicate Council's preference as to which existing 60 km/hr zones within the LGA should remain as 60 km/hr zones. This is as a result of the new 50 km/hr default speed limit that is to come into force on 1 November 2003.

The Committee have all been circulated with a copy of the present 60 km/hr zones and were requested to visit the sites in preparation for discussion at the meeting. The Committee felt that in the absence of Police input, the matter be deferred to a special meeting on Monday 18 August 2003.

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TC75/03 **Recommended:** *That the matter be deferred to a Special Traffic Committee Meeting scheduled for Monday 18 August 2003.*

(B) Deferred Items

8. Larkin Place (File 654)

This item was brought to the notice of the Committee to advise of the status of Council's investigation to have Larkin Place considered for "One Way" traffic movement.

It was advised that the Traffic and Pedestrian data has been collected and presently is under investigation. A presentation to the Committee will be provided once these investigations have been completed.

TC76/03 **Recommended:** *That Council note the information.*

9. (C) Permanent Items

(i) Local Bike Plan Implementation

No action

(ii) Black Spot Identification/Evaluation/Treatment

The following sites have recently been submitted to the RTA under the Federal Road Safety Blackspot Program for 2004-05

	SITE	BCR
1.	Bringelly Road / Cowpasture Road	12.6
2.	Camden Valley Way / Deepfields Road	12.2
3.	Kirkham Street / Campbell Street	9.4
4.	Camden Valley Way / Richardson Road	9.2
5.	Remembrance Drive / Burragorang Road	8.3
6.	Camden Valley Way / Catherine Field Road	2.3
7.	Camden Valley Way / Kirkham Lane	2.2

(iii) Local Behavioural Campaigns

Go 40 For Me

The '**Go 40 For Me**' project has proven a great success based on the recognition factor of the campaign and also its

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association with each school. **Go 40 For Me** was part of the ongoing **Speed You Lose** program initiated within a number of local government areas and focused on the education of drivers travelling through school zones to comply with 40km/h speed limits. We were able to raise the awareness of 40km school zones right across the Camden Local Government Area throughout the duration of the project.

A number of strategies were implemented with this project including a competition for schools. Schools were asked to send in photos of how they displayed their corflute signage and supported '**Go 40 For Me**'. A number of schools entered the competition and the following schools were winners in this year's competition:

- ◆ **Currans Hill Primary School** – First Prize Winner
- ◆ **Mawarra Primary School** – Second Prize Winner
- ◆ **Narellan Public School** – Third Prize Winner

These schools will receive prize money and certificates of appreciation at a civic function from the Mayor of Camden.

Road Safety Strategic Plan (RSSP)

The RSSP is currently undergoing final review and desktop publishing prior to being presented to Traffic Committee and Council for endorsement prior to community exhibition.

Community Road Safety Action Plan 2003-04

The Community Road Safety Action Plan 2003-04 has been forwarded to Traffic Committee to note and provide comment. The Action Plan identifies the specific actions that are proposed to be undertaken throughout the year. The Action Plan has been accepted by the RTA and the Road Safety Advisory Committee (RSAC).

Drink Drive Program 2003-04

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 similarly associated with WSROC for the drink drive campaign.

This project is a drink drive/walking prevention project incorporating education, enforcement and environmental strategies, focusing on drinking at licensed premises and private homes/other venues.

A forum was held recently to identify and prioritise strategies regarding drink driving and drink walking. More than 50 representatives from the NSW Police force, RTA, licensed

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venues, health organisations and local government road safety officers from the WSROC and associated Councils areas attended the forum.

Priorities and strategies emerging from the workshop included developing and maintaining Liquor Accords, developing late night transport options, working with local bus and taxi companies and implementing drink/drive education programs at the local level.

Camden Liquor Accord

The Camden Liquor Accord currently has 14 registered members and it is expected that this number will increase over the coming weeks.

A quarterly newsletter is developed and sent to all members of the Accord. This outlines the current status of the Accord and what is happening in the local area. The newsletter is also forwarded to the Department of Gaming and Racing (DGR) for posting on their website.

A number of resources have been developed and distributed to members of the Accord. These include a door plaque that patrons view prior to entry of the premises. A laminated notice is provided to members that outlines to patrons the expected role/behaviour that they are to observe whilst on the premises. Coasters are also provided to members that has the Accord logo and safety message printed.

The Accord (and CRSO) is currently working with local taxi and car hire companies to develop and implement a late night transport scheme for the Camden LGA.

The Chairman of the Accord has been contacted by sections within Council for input and suggestions regarding licensed venue issues that have arisen with the LGA.

MAA Driveway Safety Grant

This project is currently developing resources for distribution. A driveway display and resources will be distributed to the local community during Children's Week.

Graduated Licensing Scheme Workshops (GLS)

GLS workshops aim to provide practical advice to supervisors of learner drivers, highlight the importance of on-road driving experience and how this can be obtained. The emphasis of on-road driving experience builds on the Road Safety Education

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Program undertaken in schools. Workshops are organised and developed in each local area by road safety officers who have local knowledge and local networks.

A GLS workshop was held on 6th August.

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. The current status of the project is initial discussions with local stakeholders for involvement in the project.

“Cycling in Camden” Brochure

The “Cycling in Camden” brochure is currently undergoing modification and improvement prior to being printed and distributed within the local community. Councils updated mapping system will provide a more accurate picture of cycleways within the LGA.

Bike Week Funding

Funding has been received by Council to undertake activities during Bike Week 2003. Strategies for this project include advertising in local papers of Bike Week; development of a banner for promoting the riding of bikes during Bike Week; brochures outlining safety information; information session to Seniors in the community and maintenance checks on all bikes and helmets brought to information session.

Funding Received \$1600

- (iv) RTA Road Safety Projects - Status Report

No project active at this stage

TC77/03 ***Recommended:*** *That Council note the information in items (i), (ii), (iii) and (iv).*

10. (D) Fatal Accident Reports

Fatal No. 1 3pm, Thursday 15th May 2003
Intersection of Camden Valley Way and Kirkham Lane, Narellan
RUM Code 13
Vehicle One travelling south in Kirkham Lane turned right into the path of Vehicle Two travelling north on Camden Valley Way.

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- Fatal No. 2 10.19 pm, Wednesday 11th June 2003
Cobbitty Road, Cobbitty, 280 m west of intersection
of Macquarie Grove Road.
RUM code 73
Vehicle One travelled east upon Cobbitty Road at
an unknown speed and collided with a tree.
- Fatal No. 3 12.30 am, Sunday 15th June 2003
Remembrance Drive, Camden South
RUM Code 06
A male hit by vehicle whilst standing on the edge of
the road.
- Fatal No. 4 6.30 pm, Sunday 13th July 2003
Camden Bypass, Narellan, 210 north of Narellan
Road overpass.
RUM Code 81
Vehicle One, a Harley Davidson M/C travelled north
at an unknown high speed, failed to take sweeping
right hand bend and collided with a right arrow
directional sign.

TC78/03 **Recommended:** *That Council note the information.*

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

- | | | |
|---------|--|------------------|
| 2003/10 | Macarthur Collegian's Cycling
Club – Cycle Race | Approved 29.7.03 |
| 2003/11 | Sydney Water – Footpath Works
on Argyle Street | Approved 1.8.03 |

LATE/GENERAL BUSINESS

**12. Mater Dei School Entrance – Macquarie Grove Road /
Kirkham Lane (File 3716; 1074)**

A letter from Mater Dei School was tabled to the committee
requesting that a permanent speed limit of 60 km/hr be
provided 500 metres either side of the school entrance on

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Macquarie Grove Road and to review traffic conditions at the entrance to the school.

TC78/03 **Recommended:** *That the Committee defer the item for further investigation and report back to the Committee.*

13. **Argyle Street – Disabled Spaces** (File 1947)

The Committee made mention of the recent correspondence that they have all received regarding the recent decision to install the two new disabled spaces in Argyle Street from a resident of Camden. The Committee agreed to note the correspondence and felt that the spaces are appropriately positioned.

TC79/03 **Recommended:** *That*

- (i) *Council note the recent complaint regarding the positioning of the two new disabled spaces and that Traffic Committee considers these new spaces to be appropriately positioned.*
- (ii) *Council enforce the restricted usage of these spaces for disabled persons and monitor the usage of these bays.*

14. **Narellan Road** (File 3097)

Cr. Patterson tabled a letter from a resident of Narellan Vale complaining about congestion on Narellan Road in the AM peak times and the effect that the uncommissioned traffic signals at the entrance to the Christian Life Centre is likely to have on traffic flow.

TC80/03 **Recommended:** *That the correspondence be forwarded to the RTA for their consideration.*

15. **Bus Shelters Mason Drive, Harrington Park** (File 630)

The Committee were advised that a number of complaints have been received from residents of Mason Drive objecting to the installation of bus shelters being installed outside their properties. The Committee were advised that positioning of the shelters were agreed to by Harpak, Council and Busways and were included as part of the Conditions of Consent of the development.

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The Committee agreed that the bus shelters should not be installed at this stage until the issue is fully investigated and a further report be brought back to the Traffic Committee.

TC81/03 **Recommended:** *That the installation of the bus shelters in Mason Drive, Harrington Park be stopped and a further report be presented at the next Traffic Committee meeting.*

16. **Harrington Park Public School Traffic Conditions** (File 4714)

The Committee were presented with a number of issues regarding parking and safety at the school which were addressed under the following headings:

Issue 1 - Parking

Council has received correspondence from the secretary of the Harrington Park Public School P & C Association requesting Council to increase the amount of street parking to cater for the school during pick up and set down times.

Discussions with the P & C association also indicated that safety and efficiency of parking was also an issue.

Council inspected the site in the PM peak (2.45 – 3.30) and found that parking spaces available appeared to be sufficient to cater for the needs of parents picking up children. At the time of inspection the car parking spaces had not been marked and it was expected that once marked, more vehicles could be accommodated. The spaces have since been marked yielding 63 car spaces including 2 disabled spaces and recent observations have shown that it was sufficient to cater for school needs. It was also observed that some 8 spaces were still vacant during the PM school peak.

In this regard it is considered that sufficient parking exists to cater for the needs of the parents during PM pick up times,

Issue 2 - Safety

Observations indicated that vehicles park within the circulating part of the roundabout. Whilst movements in this area were slow, it is not ideal to park in this area. The existing “No Stopping” signage, whilst it points towards the circulating area, does not terminate anywhere and requires additional signage for clarity purposes.

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Additionally the present indented bays between the two roundabouts requires signposting to cater for set down and pick up.

In this regard, the appropriate signage would be “No Parking in school PM times, say 2.30 pm to 3.30 pm”.

Issue 3 – Shared Zone

The site appears ideal to convert to a “Shared Zone”. Shared Zones function with a 10 km/hr speed limit and pedestrians have right of way. The facility will require referral to the RTA for approval.

Issue 4 - Disabled Car Space

Council has received a separate request to have a disabled car space provided due to the school principal closing the school gates thereby denying parents from coming into the school grounds. After discussions with the Principal it appears this action was justified for safety and insurance reasons. At the time of the request the car parking spaces were not marked and the applicant would have not have been aware that 2 disabled spaces were to be provided adjacent to the sports pavilion.

Discussions with the school principal regarding this request was undertaken and the school principal agreed that he will make provision to allow this disabled person to access the disabled space within the school grounds.

TC82/03 **Recommended:** *That*

- (i) *Council note that sufficient parking spaces exist to cater for the present needs of the school;*
- (ii) *The circulating area of the roundabout and the chained-off grassed area be signposted with ‘No Stopping’” to improve safety and efficient;*
- (iii) *The indented areas between the two roundabouts be signposted with “No Parking 2.30 pm – 3.30 pm” to allow for parents pick up and drop off of school children (NB School Principal indicated that AM signage was not required);*
- (iv) *Council apply to the RTA for a Shared Zone in this area; and*
- (v) *Council write to the P & C Association and the School Principal to advise him of this action and to thank him for*

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permitting the use of the disabled space within the school grounds.

17. Cawdor Road – Century Plants (File 3481)

The Committee examined some recent photographs that were taken on Cawdor Road which indicated recent activity to the Century Plants outside 187 Cawdor Road, Camden.

The Committee noted that previous inspections and investigations of the site distance had indicated that site distance from both approaches was satisfactory and that no clearing of the Century Plants is required.

TC83/03 Recommended: *That Council note the information.*

18. Cobbitty Road, Cobbitty – Traffic Conditions (File 708)

Correspondence was received from Busways regarding operation of buses and parent vehicles in the bus turnaround area adjacent to the school.

TC84/03 Recommended: *That the matter be investigated and a report be prepared to Traffic Committee.*

19. Hartley Drive, Smeaton Grange (File 3843)

The Committee were advised that as part of the Council's works program, Hartley Drive, Smeaton Grange will undergo road works on 29 September to 2 October 2003. The normal Traffic Management Plan has been prepared and advertising and notices to affected residents will be provided. The Committee raised no objection.

TC85/03 Recommended: *That Council note the information.*

20. Traffic Conditions – Old Hume Highway, Camden South (File 817)

The Traffic Engineer tabled a letter from the RTA regarding Traffic Committee's request for the Authority to undertake a Road Safety Audit on Old Hume Highway between Burragorang Road and Wire Lane. The request for an audit was to examine traffic conditions and the possible need to have side street

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traffic controls and also to examine street lighting. The Committee were advised that due to the low accident history and relatively low traffic volumes, the Authority could not accede to Council's request for a Road Safety Audit.

TC86/03 **Recommended:** *That*

- (i) *Council note the information.*
- (ii) *The resident who requested this action be advised of the comments received from the RTA.*

21. **E-Toll** (File 1220)

Advice was recently received from the RTA regarding the existing collection points around Sydney. The Committee were advised that there are only 12 distribution centres for the E-toll in Sydney metropolitan area with no additional centres to be provided. It was explained that the preferred manner of purchasing was over the phone and that pamphlets are available at Camden and Campbelltown RTA offices. It was also advised that some pamphlets will be delivered to Camden for distribution to Camden residents through the Customer Services Section.

TC87/03 **Recommended:** *That Council note the information.*

22. **Melaleuca Road, Narellan Vale** (File 4061)

The Traffic Engineer advised that an accident had recently occurred on Melaleuca Road on the bend outside No. 34. It was evident through skid marks at the scene that the motorist had taken the bend at excessive speed resulting in mounting the kerb and colliding with the side fence of No. 34.

The Committee recently approved the installation of double centre linemarkings at this location. Whilst the linemarking was present, it appeared that it did not deter this motorist on this occasion. In this regard the Committee felt that Council should install a number of chevron hazard boards to further highlight the bend to motorists.

TC88/03 **Recommended:** *That*

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- (i) *Chevron hazard boards be provided on the bend on Melaleuca Road on the northern approach to property No. 34 Melaleuca Road.*
- (ii) *the resident of No. 34 Melaleuca Road, Narellan Vale be advised of this action.*

23. Request to Erect a Monument on Remembrance Drive, South Camden

After a discussion regarding the issues of erecting a monument on the arterial road system covering:

- Scale of the monument
- Siting of monument relative to the edge of traffic lane, and impeding the footway
- Parking adjacent to the monument for mourners to pay respects at any time
- Concerns of abutting owners and neighbours

The committee recommended that such monuments not be agreed to.

TC89/03 **Recommended:** *That the Traffic Committee not agree to the erection of monuments on the road reserve.*

Meeting closed at 11.30 am.

**RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 25
AUGUST, 2003**

Traffic Committee held 11 August 2003

(Cr Campbell declared a Pecuniary Interest in this matter as being associated with the owner of 69-74 Argyle Street, Camden and took no part in discussion or voting on the matter and left the Chamber – the time being 9.49pm).

ORDER OF BUSINESS

MOTION

Moved Cr Patterson, seconded Cr Senise that Item 1 of the Traffic Committee held 11 August, 2003 be dealt with at this stage.

103/03 THE MOTION WAS **CARRIED.**

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

Report to Council meeting 23 June 2003. - Resolution 078/03.

Signage of Private Driveway Between 65 and 71 Argyle Street, Camden

This item reported to the June Traffic Committee was taken up by Council at its June 2003 Council meeting when, as part of its consideration of the Traffic Committee minutes it was noted:

“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.”

A meeting was held on Friday 25 July 2003 between two Council officers, the owners of “Looking Class” 71 Argyle Street, and the Manager of Camden Starr Real Estate at 64 Argyle Street to discuss the operations of this private driveway and signage of the driveway which formally denotes the legislation forbidding parking across the driveway.

Topics covered during the on-site meeting were:

The siting of the sign poles from the driveway edges
Parking practices of drivers in Argyle Street at the driveway
The operation of the private driveway by both parties
Operation of the gate across the drive
History of traffic impeding the driveway

- Delivery to nearby shops
- Practices of delivery vehicles
- Practices of private drivers in picking up purchases
- Signage of the driveway on the opposite side of Argyle Street between Nos. 60 and 62
- Signage to the other access points in Argyle Street namely:
 - Crown Hotel (No. 187)Furniture One Store (No. 185) and Woolworth's exit
 - Post Office (No. 135)
 - Camden Toyworld (No. 38)
 - Butlers Funeral Director (No. 23)

The owners of 65 Argyle Street are firmly of the belief that signing the driveway is unnecessary, and although aware that some minor

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infringements of the parking legislation have occurred, do not see the need to formally sign the driveway.

The manager of 71 Argyle Street was equally of the opinion that the signage will make drivers aware of the need to keep the driveway free for access. He indicated a need to access the driveway throughout the day by the business.

No consensus could be achieved through the on-site meeting. Both parties were offered the opportunity to put their position in writing so that the matter could be considered by the Traffic Committee and Council. At the time of writing no correspondence has been received. Any letter will naturally be tabled at the meeting should it arrive prior to this Traffic Committee.

One further point to note is that the driveway / access points to the above noted sites in Argyle Street are each signposted with "No Stopping" signs (the only exception being to Butler Funerals which is un-signed).

TC69/03 **Recommended:** *That*

- (i) Council reaffirm the need to sign the private driveway between 65 and 71 Argyle Street as a matter of conformity with other similar access points in the main street of Camden as per Delegated Authority 2003/6.
- (ii) The driveway adjacent properties Nos. 60 and 62 Argyle Street be altered from "No Parking" to "No Stopping".
- (iii) The merchants of Nos. 65 and 71, and 60 and 62 be advised of this action.

RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 25
AUGUST, 2003

MOTION

Moved Cr Patterson, seconded Cr Senise that the Traffic Committee recommendation above relating to Item 1 of the Meeting of 11 August, 2003 be confirmed.

104/03

THE MOTION WAS **CARRIED.**

(Cr Campbell returned to the Chamber the time being 9.53pm).

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FURTHER MOTION

Moved Cr Patterson, seconded Cr McFadden that the balance of the recommendations of the Traffic Committee of 11 August, 2003 copies of which have been circulated, be confirmed and adopted.

105/03

THE MOTION WAS **CARRIED.**

(Cr Senise voted against the Motion).

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