

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
10 MAY, 2004

Present:

Cr. Johnson	Chairperson
T. Freestone,	Director, Works and Services
J. Hillman,	Manager, Engineering
P. Sellathurai	Transport Planner
C. Johnson,	Traffic Engineer
K. Doherty	CRSO
L. Annabel	Technical Officer
M. Swallow,	R.T.A.
D. Davies,	Busways
C. Moule,	Picton Bus Lines
Snr.Con.J. Kane,	NSW Police
M. Leighton,	Narellan Chamber of Commerce
S. Blackmore	Narellan Chamber of Commerce
F. Brooking,	Camden Chamber of Commerce
M. Hitchinson	Outcomes Branch

Apologies: H. Stait-Gardner, State Government Member's Representative

The meeting commenced at 9.30 am.

Rec. No.

1. Business Arising from the Committee's Last Report Dated 8 March, 2004.

Report to Council meeting 22 March 2004 - Resolution 028/04.

Traffic Engineer advised that there were two items in the 8 March 2004 Traffic Committee minutes that were numbered TC31/04. These items were labelled "Scheduled Two Items" and "item 8 Camden Bypass Ramp at Narellan Road". The Committee advised that "item 8 Camden Bypass Ramp at Narellan Road" be renumbered to TC40/04.

TC41/04 Recommended: *That Council note the information.*

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2. Werombi Road – Speed Limit Change (File 598)

Council has received notification from the RTA regarding a review of the speed limit along Werombi Road, Grasmere. The Authority has advised that approval has been granted to reduce the speed limit from 80 km/hr

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to 60km/hr from Brownlow Hill Loop Road to a point 600m east of Smalls Road; a distance of 3.45km.

The portion of Werombi Road from Brownlow Hill Loop Road and Sickles Creek falls under the jurisdiction of Wollondilly Shire Council. When notified by Camden Council of the speed limit changes Wollondilly Council expressed their dissatisfaction at not being consulted by the Authority. The Committee felt that the length proposed appears to be excessive and this reduced speed limit would be ignored. With the exception of reduced speed limit in front of Carrington Hospital the Committee recommended that the RTA review the proposed reduced speed limit.

TC42/04 **Recommended:** *That*

- (i) *Council note the speed limit change on Werombi Road;*
- (ii) *Council request the RTA to reconsider the reduced speed limit on Werombi Road based on:*
 - (a) *The extended length of reduced 60 km/hr would generally be ignored by traffic and therefore impractical at this location*
 - (b) *no consultation with Wollondilly Council.*
 - (c) *The committee considered the reduced speed limit in the vicinity of the Carrington Hospital would be appropriate.*

3. Dowles Lane, Bickley Vale (File 1839)

Council has received notification from the RTA regarding a review of the speed limit along Dowles Lane, Bickley Vale, between Burragorang Road and Westbrook Road. The Authority has advised that the speed limit will change from an open speed limit to be posted at 60km/hr for a length of 1.8km. Dowles Lane is an unmade rural road.

The Committee raised no objections

TC43/04 **Recommended:** *That Council note the proposed speed limit change on Dowles Lane.*

4. Bowman Avenue at Armour Avenue, South Camden (File 3604, 4189)

Council has received a complaint from a resident of Camden regarding the corner cutting that occurs at the intersection of Bowman Avenue and Armour Avenue. The resident has requested that Council install median islands.

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Bowman Avenue forms a T-junction with Armour Avenue. Both roads are 11 metres in width and are bitumen paved from kerb to kerb. Bowman Avenue and Armour Avenue are bus routes and a bus shelter exists at the intersection with Armour Avenue.

Customer complaint regarding this activity has been irregular over the years. In the past it was considered that the isolated incidents did not warrant any treatment. It is now felt that due to the activity at this location and general increase in development throughout the LGA, remedial action is warranted.

Whilst the resident has requested median islands as a treatment at this site it is considered that the provision of 30m of double centre linemarking on each approach is a more appropriate treatment at this stage.

The Committee accepted this treatment of the intersection.

TC44/04 **Recommended:** *That 30 metres of double centre linemarkings on each approach to the Bowman Avenue and Armour Avenue intersection be provided.*

5. John Street, Camden (File 3525)

St. Paul's Primary School has written to Council regarding the annual school fete that is scheduled for Saturday 29 May 2004.

As in previous years the event is to be conducted within the school's grounds and as part of activities they again propose to display vintage vehicles as one of the event's feature attractions. In this regard the school has requested that the kerbside space fronting the school be utilised to house the vintage vehicles with the usual barriers.

The present signposting is a Bus Zone 8.15am – 9.15am and 2.45pm – 4.00pm School Days.

This event and the request to occupy the kerbside area fronting St Paul's School has posed no problems to the community in the past and is not expected to pose any problems on this occasion.

TC45/04 **Recommended:** *That Council approve the temporary use of the kerbside area fronting St Paul's School on John Street, Camden for the St Paul's Fete on Saturday 29 May 2004.*

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6. Valley View Drive and Camden View Drive, Narellan (Files 3789; 4622)

Council recently undertook public consultation with respect to a proposed Child Care Centre on the corner of Valley View Drive and Camden View Drive. The application has since been withdrawn but representation has been made by a resident of Valley View Drive to carry out remedial treatment of the intersection.

The resident advised that motorists constantly cut the corner and requested that consideration be given to installing double centre linemarkings on each approach.

Valley View Drive and Camden View Drive form a T-junction and both roads are narrow, being 8.0 metres wide from kerb to kerb. In this regard, the request for double centre linemarking needs to be treated sensitively as such linemarking on a 8 metre roadway legally eliminates parking over the length of the linemarking. An inspection was made of the site conditions and it was determined that sufficient space exists for the strategic placement of double lines with minimal effect on parking. The provision of a 10 metre short section of double lines on each approach is expected to maintain lane discipline with the placement of vehicles on the correct side of the carriageway.

The Committee raised no objections.

TC46/04 Recommended: *That*

- (i) 10 metres double centre linemarkings be installed on all approaches to the intersection of Valley View Drive and Camden View Drive, Narellan; and*
- (ii) the residents of 9b Valley View Drive be advised of this action.*

7. Somerset Avenue, Narellan (Files 3143)

Council recently received representation from a resident of Doncaster Avenue, Narellan regarding traffic conditions at the intersection of Somerset Avenue and Slade Street. The resident advised that vehicles park in close proximity to the corners of both streets and that sight distance is obstructed to both pedestrians and traffic.

The Committee was advised that a site visit confirmed that vehicles do park in close proximity to the intersection on a daily basis. Slade Street is 9.0 metres in width and observations indicated that two way traffic movement was difficult when vehicles were parked on both sides of the road.

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Somerset Avenue, apart from the intersection with Slade Street, is also experiencing irrational parking, especially in the vicinity of the Narellan Town Centre entrance which has been the cause of many complaints. Customers have on a number of occasions complained about the all day parking that occurs, especially in front of the Real Estate Agents and directly opposite Slade Street. The majority of these areas have unrestricted parking. The Committee felt that Somerset Avenue both sides between Elyard Street and Camden Valley Way should now be reviewed with respect to kerbside parking. In this regard the Committee felt that the type of businesses presently in Somerset Avenue would necessitate the investigation of two Hour Limited Period Parking which was considered to be sufficient time for parking turn-over.

TC47/04 Recommended: That

- (i) *the first 10 metres of kerbside area of Slade Street (both sides) from Somerset Avenue be restricted with "No Stopping" restrictions;*
- (ii) *the first 10 metres of kerbside area of Somerset Avenue (northern side) either side of Slade Street be restricted with "No Stopping" restrictions;*
- (iii) *Investigation be undertaken in*
 - (a) *Slade Street with the view to maintaining safe traffic flow and maximising parking within the existing nine metre road width; and*
 - (b) *the present unrestricted parking areas on both sides of Somerset Avenue between Camden Valley Way and Elyard Street be reviewed with the view to providing two Hour period parking restrictions.*

8 Broughton Street, Camden (File 998)

Macarthur Strata managers on behalf of property owners of 66-68 Broughton Street have written to Council requesting that consideration be given to installing "No Standing" restrictions fronting the length of their property.

The applicant advised that existing sight distance from the site is affected due to the number of vehicles that are parked either side of the property driveway.

An examination of the site has indicated that whilst vehicles are parked both sides of the driveway sufficient sight distance exists to safely exit the site.

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It was also observed that the property next door is currently under construction with workmen's vehicles parked kerbside. It is envisaged that once the construction is completed construction vehicles would not be present and the effect on sight distance would be minimised.

TC48/04 **Recommended:** *That Council not support the request to install parking restrictions in front of Nos. 66-68 Broughton Street, Camden.*

9 **Little Byrne Street, Camden** (File 3895)

Council has received correspondence from the Assistant Operations Manager of Camden Ambulance Station in Little Byrne Street, Camden for Council to consider installing No Standing restrictions on the northern side of Little Byrne Street.

The Assistant Manager advised that both sides of Little Byrne Street are always parked out and Ambulance vehicles are often blocked when leaving the Ambulance Station. He has advised "that this situation has added to the response time during call outs and that he had concerns that collisions could occur as a result of present conditions." He also expressed concerns that the area is experiencing large amounts of heavy vehicle usage which has added to the problem in Little Byrne Street.

Some light industrial businesses are present in adjacent Little Street which are serviced by heavy vehicles. These vehicles use Broughton Street, Little Byrne Street and Little Street to access these sites in both directions. Data collected by Council has indicated that heavy vehicles in Little Byrne Street was in the order of 8.29%. This equates to 22 vehicles per day (11 in and 11 out) and this was not considered adverse. Data collected in Little Street was similar with readings of 6.9%. This equates to 36 vehicles per day (18 in and 18 out). Again this was not considered adverse.

As the width of Little Byrne Street is 9 metres, two way vehicular movement is quite tight when vehicles are parked on both sides. The request by the Assistant Manager to restrict parking on the northern side has merit and would permit safe and unobstructed passage of all motorists especially ambulances on emergency call-outs. Such a proposal would necessitate the loss of 4-5 car spaces.

The Committee was advised that the Ambulance Station Driveway in Little Byrne Street could also be treated. In this regard pavement markings depicting the words 'KEEP CLEAR' could be installed across the Ambulance driveway to further enhance a clear passage for ambulances. This is a common practise outside fire stations and is expected to be successful at this location. The property on the opposite

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side of the Ambulance Station in Little Byrne Street is the Argyle Physiotherapy Centre. This Centre has frontage to Broughton Street and has five off-street parking bays accessed off Little Byrne Street. The Committee was advised that the Centre raised no objections to the proposed parking restrictions.

TC49/04 **Recommended:** *That*

- (i) *“No Stopping” restrictions be installed on the northern side of Little Byrne Street for a length of 43.5 metres from Broughton Street.;*
- (i) *pavement markings with the words ‘KEEP CLEAR’ be installed in Little Byrne Street at the Ambulance Station driveway; and*
- (ii) *that the Camden Ambulance Station and the Physiotherapy Centre be advised of this action.*

10 **Wardle Close, Currans Hill** (File 4462)

Council is in receipt of a petition signed by 15 residents (12 from Wardle Close and 3 from Hudson Way) requesting that Council consider erecting bollards at the northern end of Hudson Way to stop nuisance driver behaviour in their street.

The Committee discussed a number of options that could be provided and requested that further data be collected in order for the Committee to decide on the most appropriate treatment to address the complaint.

TC50/04 **Recommended:** *That*

- (i) *the item be deferred for further investigation;*
- (ii) *the signatories of the petition be advised of this action.*

11 **Hilder Street, Elderslie** (File 3790)

Council has received a request from a parent of Elderslie High School for Council to consider the installation of a pedestrian crossing in Hilder Street outside Elderslie High School.

Hilder Street at Elderslie High School is a two lane bitumen roadway with kerb and gutter on both sides from Camden Valley Way up to Elderslie High School. The speed limit is 60 km/hr and a School Zone exists in the standard times of 8.00am–9.30am and 2.30pm–4.00pm on school days.

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A pedestrian and vehicle count was undertaken by Council in the AM peak hours between 8.00am and 10am and in the PM peak hour between 3.00pm and 4.00pm on 6 April 2004.

The counts were collected in Hilder Street, between Harrington Street and the southernmost boundary of the school. For practicality purposes this area was broken up into three zones and the results were compared with the RTA's warrants for pedestrian crossings.

The normal RTA warrant to be satisfied for pedestrian crossing of 30 or more pedestrians versus 500 or more vehicles could not be satisfied at the site. However, a reduced warrant of 30 or more pedestrians versus 200 or more vehicles has been met. The data indicated Zone 1 as the appropriate and preferred location to site a pedestrian crossing and as the most appropriate site to fit the pedestrian desire line. The Traffic Engineer tabled a plan of the preferred pedestrian crossing location.

The Committee raised no objections

TC51/04 **Recommended:** *That*

- (i) *a pedestrian crossing be provided in Hilder Street outside Elderslie High School as per the detailed plan submitted by the Traffic Engineer;*
- (ii) *Council advise the applicant and Elderslie High School of this action.*

12 **Springs Road, Spring Farm – Proposed Road Closure** (File 3322)

Background

Springs Road is part of the Elderslie Sand Extraction Area. As part of the rehabilitation of this area it is to be lowered to match the abutting post sand extraction landforms prior to development in accordance with the Master Plan for the area.

Council's Development Committee, at its meeting on 8 March 2004, resolved to place a notice of adoption of the new centreline levels for the lowering of Springs Road, between Richardson Road and Ettlesdale Road.

After considering various options for the traffic management and construction methods during these lowering works it was recommended that Springs Road be closed on a temporary basis between Richardson Road and Ettlesdale Road, for a period of 12 months from 1 June 2004.

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Discussion

Springs Road provides access to three residential properties. An all weather access will be provided for the these residential properties in Springs Road.

Springs Road also provides direct connection between Camden Bypass and Jack Gully Waste disposal/Glenlee Industrial Area located in Richardson Road. The Waste Recycling Centre and the Glenlee Industrial Area will retain its access via Richardson Road.

Busways provides occasional (Route 897) and school bus services (Routes 897 and 896) along Springs Road. Busways has indicated that these services could be diverted along River Road, Purcell Street, Harrington Street, Hilder Street and Lodges Road. All of these streets are existing bus routes.

Springs Road carries approximately 3,000 vehicles per day with 19% of heavy vehicles (peak hour flow of 312 vehicles per hour). Richardson Road is an approved B-Double route and carries approximately 7,500 vehicles per day (peak hour flow of 324 vehicles per hour).

There are four main intersections along the proposed alternate route – Richardson Road/Welling Drive, Camden Valley Way/Richardson Road, Camden Valley Way/The Northern Road and Camden Valley Way/Narellan Road.

The proposed closure of Springs Road will results in additional maximum of 123 vehicles per hour during the peak period (PM peak).

Richardson Road has sufficient capacity to accommodate the re-assigned traffic. The results of the analysis of the four main intersections along the proposed alternate route show the re-assigned traffic has minimal or no impact on the level of service of these intersections.

The proposed closure of Springs Road may result in heavy vehicles using Waterworth Dive, Welling Drive and Macarthur Road to access the Waste Recycling Centre and Glenlee industrial area. It is proposed to implement 10 tonne load limit restrictions in Waterworth Drive, Welling Drive and Macarthur Road to prevent heavy vehicle using these residential streets as a short cut.

Signs, advising motorists of the closure of springs Road, will be erected at appropriate locations to assist drivers to take the alternative routes.

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The property owners in Springs Road have been notified of the proposal and public notices placed in the local paper and NSW Government Gazette seeking submissions on the proposal. Signs, advising of the proposal, have been erected on both ends of Springs Road.

Council received one submission regarding the existing traffic noise from the trucks along Richardson Road and requesting the construction of temporary road away from the residential area. While this report is not addressing the existing noise problem, it should be noted that there would be access from Camden Bypass to Richardson Road, away from the residential area, as part of the Spring Farm Development.

The local emergency services (Police, Ambulance, Fire and SES) and local bus companies (Busways, Busabout and Picton Coaches) have been directly notified and their feedback sought. Council received no submission from emergency services.

Conclusion

Recent developments in addressing the relocation of services (particularly the large scale electricity cabling) have created unforeseen delays in managing this aspect of the project. Planned closure of Springs Road on 1 June 2004 will necessarily be deferred.

The temporary closure of Springs Road, between Richardson Road and Ettlesdale Road, for a period of 12 months is necessary to carry out the lowering the road, removal of sand and reconstruction of Springs Road. Adequate traffic management and publicity measures will be implemented to mitigate the impact of the closure of Springs Road.

Proposed introduction of 10 tonne load limits on major roads in the area are designed to limit the effects of the road works and the necessary road closure.

TC52/04 **Recommended:** *That Council*

- (i) *approve the proposed temporary closure of Springs Road, between Richardson Road and Ettlesdale Road, for a period of 12 months from a date to be advised, subject to concurrence from the Roads and Traffic Authority.*
- (ii) *Approve the proposed 10 tonne load limit restrictions for the period of 12 months from a date to be advised in:*
 - (a) *Welling Drive – entire length*

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- (b) *Waterworth Drive – entire length*
 - (c) *Macarthur Road – from Camden Valley Way to Camden Bypass on ramp*
- Subject to appropriate public consultation and concurrence from the Roads and Traffic Authority.*

(B) Deferred Items

13. Camden Valley Way – Cycleway (File 3288)

Traffic Committee at its 8 March 2004 meeting considered a late item, from the Narellan Chamber of Commerce representative, to have Council investigate the upgrading of the shoulder area of Camden Valley Way between Kirkham Lane and the Golf Course for cycle use. The matter was deferred for further investigation.

Discussions between Council’s Traffic Engineer and the Design Engineer indicated that this issue had already been preliminarily discussed internally with four options considered.

- Option 1: Major earthworks to cut into the existing hill. This would result in a wider cycle path and a large retaining wall.
- Option 2: Earthworks to cut a bench area thereby having the cyclepath elevated above the roadway.
- Option 3: The provision of a “Brifen” (three strand wire rope) wire fence installed on the edge of the carriageway.
- Option 4: The provision of Jersey kerbing installed on the edge of the carriageway.

The Committee in discussions were aware that the construction of a cycleway between Camden and Narellan is Council’s first priority for bike path construction. Council has achieved part construction of this project from Camden to Kirkham Reserve, and staged works from Narellan to Wilson Crescent. The cycleway will ultimately be constructed off road over Rheinbergers Hill as funds and the land becomes available.

The Committee felt that the provision of a cycle path on the shoulder should be abandoned due to the safety concerns of having the cycleway in close proximity to this busy carriageway.

Each of the above options have been considered but have not been fully investigated due to the extensive nature of each option.

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TC53/04 ***Recommended:*** *That Council not pursue the provision of a cycleway on the shoulder of Camden Valley Way between Kirkham Lane and the Golf Course due to safety concerns of having a cycleway in close proximity to the carriageway.*

14. Caroline Chisholm Drive, South Camden (File 3436)

Traffic Committee, at its meeting on 8 March 2004, considered a late item by the Police representative to provide improvements on the bend in Caroline Chisholm Drive, South Camden. The Committee deferred the item for further investigation.

The matter was presented by the Police on behalf of a resident in Paterson Street who has a property with the rear boundary facing Caroline Chisholm Drive. The resident advised that a barrier is required on the bend of Caroline Chisholm Drive due to motorists crashing through his rear property fence.

An inspection of the site has indicated that Caroline Chisholm Drive at this location is 5.2 metres wide in each direction and on a sharp bend under Macarthur Bridge. Double centre linemarking exists throughout the bend with an advisory speed of 35 km/hr and a curve warning sign positioned on each approach. A guard rail also exists on the bend at about the bridge pylons but is confined only to this location. The applicant has requested that a barrier be erected on the eastern side of Caroline Chisholm Drive from the bridge south to cover his property.

Whilst a barrier (guard rail) would assist to prevent further property damage, it is not considered sufficient to induce motorists to reduce speed. In this regard it is considered that a painted edge line would be a better initial treatment to positively alter driver behavioural change, both during daylight hours and night driving in this area.

It is therefore recommended that an edge line be installed 2.2 metres from the northern kerblines of Caroline Chisholm Drive commencing from Belgenny Reserve boundary around the bend and transitioning out into kerblines at the next bend south – a distance of approximately 320 metres.

The travel path of vehicles with the proposed edge line will be a 3 metre roadway between the existing double centre line and the new edge line. Treatments of this nature have proven to be effective on sites like Welling Drive, Waterworth Drive and Currans Hill Drive to reduce speeds on these roads and have proven to be very cost effective.

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TC54/04 **Recommended:** *That*

- (i) *the request for a barrier on the northern side of Caroline Chisholm Drive, at about Macarthur bridge not be supported at this stage.*
- (ii) *An edge line 2.2 metres from the northern kerbline of Caroline Chisholm Drive be installed from Belgenny Reserve boundary to next bend (320 metres).*

15 **Porrende Street and Graham Hill Road, Narellan** (Files 4021, 3482)

Traffic Committee at its 8 March 2004 meeting considered a late item from the Manager Engineering regarding the need to install a median island in Grahams Hill Road at Porrende Street to reduce corner cutting by motorists. The Committee recommended that the matter be deferred for investigation.

Inspections and observations have indicated that this practise is occurring on a regular basis. Both Porrende Street and Grahams Hill Road are industrial roads and are both 13 metres wide from kerb to kerb. The two roads form a T-junction and is covered by the T-junction rule with respect to traffic control and priority.

The geometry of the intersection presently lends itself to corner cutting because of its construction which provides a large radius to cater for heavy vehicles. Whilst double centre linemarkings exist on all approaches, it seems insufficient to deter corner cutting. In this regard, the provision of a 1 metre wide, 15 metre long concrete median island be installed in Grahams Hill Road at Porrende Street and a painted median 1 metre wide and 10 metre long be installed in Porrende Street either side of Grahams Hill Road to reduce this undesirable manoeuvre.

A preliminary design and costing has been prepared for the Committee to examine with costing in the order of \$2,000 - \$3,000.

TC55/04 **Recommended:** *That*

- (i) *a 1 metre wide, 15 metre long concrete median be installed in Grahams Hill Road at the intersection with Porrende Street; and a 1 metre wide, 10 metres long painted median be installed in Porrende Street either side of Grahams Hill Road, Narellan.*
- (ii) *The project be funded from the Traffic Facilities Fund.*

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16 (C) Permanent Items

(i) Local Bike Plan Implementation

No action

(ii) Black Spot Identification/Evaluation/Treatment

No action.

(iii) Local Behavioural Campaigns

Go 40 For Me

The '**Speed You Lose – Go 40 for Me**' Road Safety Project has been developed by Road Safety Officers from a number of Western Sydney Councils and was introduced to a number of Local Government Areas during 2002. **Go 40 For Me** focuses on the education of drivers travelling through school zones to comply with 40km/h speed limits.

Camden LGA is once again participating in this valuable project during second term, 2004. Schools are asked to participate in the project by placing corflute signage on their fences that promote the 40 km/h speed zone times.

A number of strategies have been planned for the 2004 project including:

- Distribution to schools of corflute signs 900cm x 600cm to be attached to school fences where they will be highly visible to drivers, the message on the sign is '**Go 40 For Me**';
- Blank corflute signs will also be distributed this year. The blank signs can be decorated by students in the school, providing a sense of 'ownership' to the project;
- Car air fresheners – these air fresheners promote the 40kmh message, school zones times and can be placed on the mirror or gearstick in vehicles;
- A competition for schools – sending in a photo of the school displaying the signs and the school could win \$500 – guidelines are provided to each school;
- Newsletter inserts covering the campaign message;
- Speed Monitoring and Police enforcement at selected schools; and
- Banners at appropriate locations.

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***Current status:** pre-project speed monitoring has occurred at a number of school locations within the LGA. Eaglevale Highway Patrol have been forwarded a timetable of all speed monitoring occurring so that they can participate in the project by providing police enforcement of school zone times. Resources have been ordered and currently awaiting delivery prior to distribution to all schools within the Camden LGA*

Community Road Safety Action Plan 2003-04

As part of the community road safety position the CRSO develops an annual 'action plan'. This action plan identifies the specific actions that are to be undertaken during the following year. This plan outlines key projects and activities for both community safety and road safety. The draft 2004-05 Action plan has been accepted by the RTA as a working document.

Camden Liquor Accord

The Camden Liquor Accord has been working on ways to improve alternative transport options for patrons. This includes initialising the Camden Taxi Voucher Scheme and exploring a summer bus operation with Busways.

Camden Liquor Accord have been involved with implementing the Drinksafe project by receiving and distributing resources and promoting the designated driver program within their venue.

Promotion of the Accord has occurred through media promotion of the Drinksafe project and development of a postcard sized brochure advocating the Accord members and facilities they offer.

***Current status:** The taxi voucher scheme has not been implemented within the LGA due to taxi licensing difficulties. Currently the taxi licence plates for the Camden LGA have not been granted to a specific taxi company, Premier Cabs marginally cover the Camden LGA, but do not hold the licence. Premier Cabs are hesitant in being involved in the project without long term control of the licences.*

Community Safety Signs

Park Smarter signage will be erected in a number of Council's car parks. The signage provides a clear message to the public

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regarding car park safety, such as locking your car and taking your valuables with you.

Funding Submissions 2004-2005

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, the Road Safety Strategic Plan and identified problem areas.

Roads and Traffic Authority

A number of projects have been submitted to the Roads and Traffic Authority for funding. These projects are joint initiatives with other Councils.

Speed You Lose Campaign

'Go 40 For Me' is an ongoing countermeasure that addresses the issue of speeding across parts of western and south western Sydney. Seven Councils are included in the current submission - Auburn, Baulkham Hills, Camden, Campbelltown, Fairfield, Holroyd and Liverpool Councils.

Camden CRSO will be the coordinator of this project.

Funding sought: \$ 5000.00 per Council
(x 7 Councils = \$ 35 000.00)

Funding sought: \$35 000.00

Drink Drive Campaign

This project is the second phase of a three-year WSROC Action Plan, which links to the WSROC Strategic Plan 2010. Please note that 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 strategies and focusing on drinking at licensed premises.

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

Funding sought: \$ 65000.00

Short Distance Fatigue

The aim of this project is to raise awareness within the Camden community of short distance fatigue. Campbelltown and Liverpool Councils are also involved with this project.

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The Campbelltown RSO is coordinator of this project with the CRSO as Treasurer.

Funding sought: \$ 7500.00

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. Liverpool, Camden and Campbelltown are involved with this project.

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

Funding sought: \$ 9000.00

Institute of Public Works Engineering Australia (IPWEA)

Drink Drive Evaluation

This project aims to commission research to evaluate the effectiveness of Drink Drive prevention programs undertaken in WSROC, Camden and Campbelltown LGA's over the last 3-5 years among licensed premises and patrons.

The CRSO is Coordinator of this project and Hawkesbury Council is Treasurer.

Funding sought: \$ 30 000.00

Macarthur Log Book Run

This project aims to develop a Macarthur wide booklet that provides a range of conditions for learners, including negotiating roundabouts, traffic lights and driving in built up urban areas. As part of the project 2 log book runs will be held in the Macarthur area. This joint project involves the three local government areas of Camden, Campbelltown and Wollondilly.

Funding Sought: \$ 11 000.00

(iv) **RTA Road Safety Projects - Status Report**

CRSO to provide update

(v) **Fatal Accident Reports**

Nil

TC56/04 **Recommended:** *That the information contained in (i) to (v) be noted.*

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17. SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

2004/3 Anzac Day March

Approved 10.3.2004

TC57/04 Recommended: *That the information be noted.*

LATE/GENERAL BUSINESS

18 Hogan Place, Mount Annan (File 5925.5)

Traffic Committee at its 8 March 2004 meeting considered a conceptual design for improvements to the intersection of Hogan Place, Birriwa Ct., Lockview Crescent and Sheridan Way by Landcom. The Committee recommended that the item be deferred for public consultation.

Council undertook a letterbox drop to residents of Sheridan Way and adjoining property owners with a distribution of some 40 letters.

One submission has been received from a resident of Sheridan Way regarding Council's proposal.

The submission basically requested that consideration be given to a number of aesthetic issues but included the comment that a Speed Hump should be installed in Birriwa Circuit to arrest speeds.

TC58/04 Recommended: *That*

- (i) The proposal by Landcom proceed for installation;*
- (ii) Council investigate the requests for a speed hump in Birriwa Circuit; and*
- (iii) Landcom and the resident from Sheridan Way be advised of this action.*

19 Camelot Close (File 4772)

Traffic Committee at its 8 March 2004 meeting considered a late item by the Narellan Chamber of Commerce representative regarding traffic conditions on the bend in Camelot Close. The representative advised that guidance to motorists is required to keep motorists on the correct side of the carriageway. The matter was deferred for a further report to Traffic Committee.

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A site inspection has revealed that the bend in question meanders both horizontally and vertically with loss of sight of vehicles momentarily.

The provision of a centre line would assist motorists to travel on the correct side of the carriageway and it is envisaged that safety generally would be enhanced by the provision of this facility.

The Committee felt that the provision of a centre line would promote overtaking and requested that the matter be deferred for further investigation.

TC59/04 **Recommended:** *That the item be deferred for a further report to Traffic Committee.*

20. Kirkham Lane (File 1074)

The Traffic Committee chairman advised that he has received complaints from residents of Camelot Close regarding motorists drag racing along Kirkham Lane.

TC60/04 **Recommended:** *That the issue of motorists drag racing along Kirkham Lane be referred to the NSW Police Department for enforcement.*

21. Smeaton Grange Road (File 973)

The Narellan Chamber representative advised that the speed limits along Smeaton Grange Industrial Estate is not well defined and requires clearer speed limit signage.

The Committee was advised that the Traffic Engineer made a special request to the RTA to have the internal roads of the industrial estate signposted with 50km/hr signs. This was done during the lead-up consultation for the new 50km/hr default speed limit that was to be introduced on 1 November 2004. The Committee requested that Council write to the RTA to have speed limits throughout the Smeaton Grange industrial estate clearly defined by the provision of 50 km/hr signage.

TC61/04 **Recommended:** *That the RTA be requested to install 50 km/hr signage within the Smeaton Grange Industrial Estate to clearly define the speed limit on the roads with the estate.*

22. Macquarie Grove Road and Kirkham Lane – Speed Limit Change
(Files 1995, 1074)

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The Camden Chamber of Commerce representative tabled a letter from the Principal of Mater Dei Special School who requested a status report on when the speed limits on both Macquarie Grove Road and Kirkham Lane is to be reduced from 80 km/hr to 70 km/hr.

TC62/04 **Recommended:** *That Council write to the RTA to request a status report on when the speed limits on Macquarie Grove Road and Kirkham Lane will be changed from 80 km/hr to 70 km/hr*

23. Argyle Street, Camden (File 1947)

The Camden Chamber of Commerce representative advised that a fish shop has been blocking off 3 car spaces along Argyle Street to allow for delivery of goods each morning and particularly on Saturday mornings. The Committee requested that the matter be forwarded to Council rangers for their attention.

TC63/04 **Recommended:** *That the issue of vehicle spaces being blocked off in Argyle Street in front of the fish shop for deliveries be forwarded to Council's rangers for their attention.*

24. Camden Bypass off ramp at Narellan Road (File 3097)

The Camden Chamber of Commerce representative advised that the item previously reported in the 8 March 2004, Traffic Committee meeting did not reflect that the Bypass bridge supports blocked motorists line of sight along Narellan Road when traffic exited the Camden Bypass off ramp at Narellan Road.

TC64/04 **Recommended:** *That the additional information be forwarded to the RTA to assist in their assessment of site conditions.*

25. RTA Bike Ride (File 2438)

The RTA representative advised that the annual Bike Week notices have been forwarded to all Councils in the region requesting that Councils provide details of their intention for this event. The Community Road Safety Officer advised that Council will be forwarding a funding submission for this event.

TC65/04 **Recommended:** *That Council not the information.*

26. Waterworth Drive (File 3429)

Busways representative advised that the bus stop on the southern side of Waterworth Drive, west of Holdsworth Drive is being affected by motorists parking at the stop to pick up school children. He requested that the bus stop be signposted with Bus Zone signage.

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The Committee raised no objections.

TC66/04 **Recommended:** *That the existing bus stop on the southern side of Waterworth Drive just west of Holdsworth Drive, Narellan Vale be signposted with Bus Zone signage.*

27. Waterworth Drive at Narellan Vale Primary School (File 3429)

Busways representative advised that the bus zone in Waterworth Drive, east of the bus bay outside Narellan Vale Primary School is constantly parked out with vehicles during the afternoon. He advised that congestion occurred at about 3.00 pm each afternoon and requested that the bus zone be enforced by the Police.

Traffic Engineer advised that problem could be partially rectified if motorists waiting to pick up children could proceed forward to the head of the bus bay. This in turn could help to keep the bus zone east of the bus bay free of vehicles.

TC67/04 **Recommended:** *That*

- (i) *the issue of vehicles parking in the bus zone on Waterworth Drive, east of the bus bay in front of Narellan Vale Primary School be forwarded to the NSW Police Department for enforcement.*
- (ii) *The issue of vehicles parking in the bus zone be brought to the notice of Narellan Vale Primary School Principal for circulation to the school population.*

28. Porrende Street and Grahams Hill Road (Files 4021, 3482)

The Outcomes representative advised that as a result of attending the "Narellan Walk" (monthly Mayoral walk), a number of items were brought up for improvements. He requested a status report on the items noted. The Traffic Engineer advised that items listed have been scheduled for investigation and should be reported at the next Traffic Committee meeting in June 2004.

TC68/04 **Recommended:** *That Council note the information.*

29. Camden Street Fair - Argyle Street - Saturday 11 September 2004 (File 1947)

The Traffic Engineer advised that the 2004 Camden Street Fair through Argyle Street has been scheduled for Saturday 11 September

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2004. The application is the same as in previous years with a road closure of Argyle Street between Hill Street and Oxley Street, Camden.

A Traffic Management Plan and a Traffic Control Plan will be sent to the RTA to cover the event. The Committee raised no objection to the event and the proposed traffic diversions for the event.

TC69/04 **Recommended:** *That*

- (i) *Council approve the temporary road closure of Argyle Street between Hill Street and Oxley Street, Camden on Saturday 11 September 2004, between 7.00 am and 5.00 pm subject to approval from the RTA.*
- (ii) *a Traffic Management Plan and Traffic Control Plan be sent to the RTA for their approval and issue of an events licence.*
- (iii) *A copy of the event to be sent to the Camden Chamber of Commerce.*

30. Elyard Street, Narellan (File 3333)

Traffic Engineer advised that the Capital Works Engineer has requested a temporary relocation of the bus zone in Elyard Street just east of Queen Street from its present position to a point 35 metres to the east. The item was requested due to safety concerns when the Narellan Library Construction commences on 20 May 2004.

The Committee agreed that for public safety the temporary relocation of the bus stop should be approved.

TC70/04 **Recommended:** *That Council approve the temporary relocation of the bus stop in Elyard Street for the duration of the Narellan Library Construction.*

31. Broughton Street at Park Street, Camden(File 998)

Traffic Engineer advised that customer complaints have been received regarding sight distance for motorists exiting Park Street onto Broughton Street.

The Committee was advised that sight distance could be improved by the placement of a "continuity line" on the production of the existing edge line on Broughton Street, together with a short section of double white lines in Park Street. It was also advised that a second "continuity line" would also be required to cater for cycle movement along Broughton Street.

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TC71/04 **Recommended:** *That*

- (i) *a “continuity line” be installed in Broughton Street at the intersection with Park Street and a second “continuity line” be installed to cater for cycle movement.*
- (ii) *A short 10 metre length of double white lines be installed up Park Street from the second new “continuity lines” in Broughton Street.*

32. Narellan Road, Mount Annan – Christian College (File 3097)

The RTA representative requested that a status report be provided regarding the commissioning of the traffic signals on Narellan Road outside the new access to the Mount Annan Christian College. The Manager Engineering spoke of this item with respect to the signals and issues relating to the development.

The Committee was advised that discussions with the developer has indicated that the signals should be commissioned within the next 2-3 weeks. It was also mentioned that once the signals are operational, the practice of school buses picking up and dropping school children within the school grounds will be reviewed with a view to returning to this practice.

TC72/04 **Recommended:** *That Council note the information.*

Meeting closed at 11.20 am

RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 24 MAY, 2004

OTHER COMMITTEES

Traffic Committee – Held on 10 May, 2004 **Tabled Document “BPA 1”**

Resolved on the Motion of Cr Johnson, seconded Cr Funnell that the Minutes of the Traffic Committee held on the 10th May, 2004, copies of which have been circulated, be confirmed and adopted.

080/04 *THE MOTION WAS **CARRIED.***

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