

**MINUTES OF TRAFFIC COMMITTEE MEETING HELD**  
**12 JULY 2004**

**Present:**

Cr. E. Kernohan	Chairperson
J. Hillman	Manager, Engineering
P. Sellathurai	Transport Planner
L. Annabel	Technical Officer
H. Stait-Gardner	Representative for G. Corrigan, M.P.
M. Swallow,	Roads and Traffic Authority
D. Davies,	Busways
S. Blackmore,	Narellan Chamber of Commerce

**Apologies:** Cr. P. Johnson, C. Johnson, T. Freestone, K. Doherty, C. Moule

**The meeting commenced at 9.40am**

**Rec. No.**

**1. Business Arising from the Committee's Last Report Dated 15 June 2004**

Report presented to Council meeting 28 June.

**TC 87/04 Recommended:** *That the recommendations of the Committee's report dated 15 June 2004, as presented at Council's meeting of 28 June 2004, be adopted.*

**2. Cobbitty Road, Cobbitty – Safety Concerns (File 708)**

**Safety around school**

Council has received correspondences from Cobbitty Public School and Cobbitty School Council regarding safety concerns which relate to dangerous drop off practices outside the school entrance used by buses and parents.

Cobbitty Public School has a turn-around area for buses within the school property enter and drop off children outside the formal school gate. This turn-around area also provides vehicular access to school staff car park.

Some private vehicles currently use this turn-around area to drop off and pick up children. The absence of kerb around the turn-around area allows unsafe parking practices such as stack parking within bus turning bay and double-parking along the edge of the road. The inappropriate use of this area by private vehicles poses a high danger to the children and hinders buses entering and leaving the area in a safe manner.

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*It is now proposed to implement a combination of parking restrictions and physical barriers to improve the safety of children around the school and provide for orderly movements of buses and private vehicles.*

The proposal includes:

- Provision of pick up and drop off area on the southern side of Cobbitty Road, both sides of the turn-around area.
- Provision of one-way clockwise circulation of traffic within the turn-around area by means of “No Entry” and “No Exit” signage.
- Provision of physical barriers around the area between the road and turn-around path to prevent stack parking.
- Provision of “No Stopping” and “Bus Zone” around the turn-around area to prevent pick up and drop off by private vehicles.

The details of the proposed measures are shown on the attached plan.

The proposals will improve safety around Cobbitty Public School while providing for pick up and drop off by private vehicles.

**Existing School Bus Zone**

The existing school “Bus Zone” signs on the southern side of Cobbitty Road, east of school entrance have faded and need replacement.

The existing “Bus Zone” operates between 3:00 pm and 4:00 pm. It is appropriate to change the “Bus Zone” times to 2:30 pm – 4:00 pm in line with the School Zone times.

**TC 88/04    Recommended: That Council**

- (i)    *Notify Cobbitty Public School of the proposed changes of “No Stopping, Buses Excepted” restrictions to a bus zone within the turn-around area and request that the Principal advise all parents of the proposal.*
- (ii)    *Approve the proposed “Bus Zone 2:30 pm – 4:00 pm School Days” on the southern side of Cobbitty Road, east of school entrance.*
- (iii)    *Advise Cobbitty Public School and Cobbitty School Council of the Council’s decision on this matter.*
- (iv)    *Council include parking restrictions on the northern side of Cobbitty Road, in the vicinity of the school, in the Public Consultation*

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**3     Old Hume Highway, Camden – Parking Concerns** (File 817)

**Background**

Council has received correspondences from two residents of Old Hume Highway who live opposite Camden South Primary School regarding traffic conditions outside their properties during school afternoon finish times between 2.30 and 3.15 pm. The residents have advised that due to the narrowness of the street congestion occurs when vehicles are parked on both sides of the roadway. They have also advised they are unable to enter or exit their properties during this periods.

A site visit at 2.30 pm on a school day confirmed that the service road adjacent to the main thoroughfare was completely blocked by vehicles. Observations also indicated that the majority of these vehicles were driven by parents waiting to pick-up their school children.

School children finish school at 3.00pm and when they exit the school they use the existing pedestrian crossing to access their parent's waiting vehicles in this service road opposite the school. The service road is 6.2 m wide and when vehicles are parked on both sides of the road, two-way traffic is not possible.

**Remedial Treatment**

It is proposed that parking restrictions be installed in the access road to Old Hume Highway, on the residential side between properties number 65 and 79 a distance of 124 metres. Opposite the residential side, it is proposed to restrict parking approximately 20m either side of the existing pedestrian path that is directly in line with the pedestrian crossing. The attached plan shows the proposed parking restrictions.

The treatment has been proposed to create a safe pedestrian crossing zone during the peak by removing these vehicles from this concentration point. It is anticipated that the proposal will permit vehicles to move freely without obstruction beyond this zone.

**TC 89/04     Recommended:** *That Council*

- (i)     *undertake public consultation on the proposed parking restrictions in the service road along Old Hume Highway and the results of the public consultation reported back to the Traffic committee.*
  
- (ii)    *advise the residents and Camden South Primary School of the proposed changes to alleviate congestion during the afternoon departure from the school*

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**4     Richardson Road, Narellan – Line marking Scheme** (File 978)

Council has recently installed a line marking scheme on Richardson Road, Narellan, between Lodges Road and Camden Valley Way. This treatment was the final segment of Richardson Road to be treated and forms part of an overall Traffic Management scheme to enhance vehicle and pedestrian safety in Richardson Road.

The scheme installed creates a formal definition between the single through lane in each direction ( varying between 3.0 and 3.5 metres from the centreline) and area providing sheltered parking and safe cycle movement.

The matter is submitted to the Committee for formal ratification.

**TC 90/04     Recommended:** That Council note the recent line marking scheme on Richardson Road, between Lodges Road and Camden Valley Way

**5     Harrington Park Public School - Request for a Shared Zone**  
(File 4714)

Traffic Committee, at it's meeting on 11 August 2003 considered an item regarding Traffic conditions within Harrington Green carpark which caters for Harrington Park Primary School.

The Committee, in part recommended that the request for a Shared Zone be forwarded to the Roads and Traffic Authority (RTA) for its consideration.

The RTA has advised that they have no objections to the installation of the Shared Zone subject to:

1. Council submitting a plan, to the RTA, of the proposed works showing the location of the signage and any linemarking changes associated with the shared zone.
2. The Shared Zone is designed in accordance with the RTA's Technical Direction 2000/6-Shares Zone Signage
3. Any works associated with the Shared Zone will be at no cost to the RTA.

These works involve the introduction of signage which will be covered by Council's budget, and can be scheduled soon after approval is received.

Council's proposal for the Shared Zone is listed for the Committee's approval prior to despatch the RTA.

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**TC 91/04** **Recommended:** *That Council approve the submission for a Shared Zone in Harrington Green carpark and forward the plan to the RTA for its consideration.*

**6** **Hilder Street, Elderslie – Access to Kirkham Park** (File 3790)

Hilder Street is a local road connecting Camden Valley Way and Lodges Road, it provides access to Kirkham Park.

Kirkham Park management review identified that drivers experience difficulty exiting the park onto Hilder Street. Vehicles are frequently parked closer to the driveway to the Kirkham Park and reduce the available sight distance for vehicles exiting the Park.

It is proposed that “No Stopping” restrictions be installed, on both sides of the driveway to improve the visibility.

Furthermore it is proposed, as shown on the attached, line marking which will continue the existing edge line across the entrance to reinforce the drivers travel path.

The proposed “No Stopping” restrictions and the line markings in Hilder Street will assist drivers in exiting Kirkham Park.

**TC 92/04** **Recommended:** *That Council:*

- (i) *Approve the proposed “No Stopping” restrictions on the eastern side of Hilder Street, both sides of Kirkham Park driveway.*
- (ii) *Approve the proposed “Hold” line across the Kirkham Park driveway in Hilder Street.*

**7** **Wardle Close, Currans Hill – Antisocial Behaviour** (File 4462)

The Traffic Committee, at its meeting on 10 May 2004, considered 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.

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The Committee recommended that “the item be deferred for further investigation and the signatories of the petition be advised of this action”.

Council undertook a traffic survey at Wardle Close, Hudson Way and Manning Place. The results of the survey is shown in the following table:

<b>Street</b>	<b>Volume (vpd)</b>	<b>85% Speed (km/h)</b>
Wardle Close	120	42
Hudson Way	60	32
Manning Place	128	44

The above results indicate that traffic volumes on all three roads were relatively low and in keeping with the local road function of providing access to residents. The narrow road width together with the curvilinear and short road length combines to create a low speed environment.

Resident’s perception of speed, whilst real, is subjective and will differ from one person to another. The results obtained above cannot justify the installation of bollards to effectively close the northern end of Hudson Way.

While the general speeds and traffic volumes are too low to justify the implementation of physical barriers, there may be some isolated incidents of speeding or drag racing occurring in these streets. These isolated incidents of speeding should be reported to NSW Police Service for its consideration and enforcement.

**TC 93/04**    **Recommended:** *That Council not support the request for the installation of bollards at the northern end of Hudson Way, Currans Hill due to the low speed and vehicular volumes that exist in the street.*

**8**    **Permanent Items**

**(i)**    **Local Bike Plan Implementation**

No Action

**(ii)**    **Blackspot Identification/Evaluation/Treatment**

No action

**(iii)**    **Local Behavioural Campaigns**

**Camden Liquor Accord**

Camden Council is a partner to the Camden Liquor Accord (CLA) along with licensed venues, Clubs, Police, Department of Gaming and Racing and the Camden Chamber of Commerce.

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The CLA aims to improve community safety and reduce alcohol related harm in the Camden LGA.

The CLA is currently working towards improving late night transport options by implementing a 'taxi voucher scheme'. The idea is simple, a numbered voucher is supplied to a patron after providing photo ID and filling in address details – offering a safety measure to both patron and cab driver in the event that something may occur (eg failure to pay, safety concerns etc). The patron contacts the Cab Company to organise a taxi, when the taxi arrives at the venue, the voucher number is called and the driver picks up that patron or group.

This scheme is now at the stage of promoting and delivering resources to all venues. Premier Cabs have details of all participating venues and logged this information into their database. Premier Cabs is involved in the next stage which includes encouraging taxi drivers to travel to Camden.

**Go 40 For Me**

The '**Speed You Lose – Go 40 for Me**' Road Safety Project is nearing the completion of the implementation phase. All courtesy speed checks have now been completed and results are being collated.

Entries have been received from schools and a decision on the winning school will occur shortly.

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

**Current Status:** Park Smarter signage has been received and will be erected in a number of appropriate Council car parks over the coming months.

**Roads and Traffic Authority**

It was reported at the May Traffic Committee meeting that a number of projects were submitted to the Roads and Traffic Authority for funding. The projects outlined below have received approval to be undertaken during 2004-2005, confirmation of the Buckle Up and Short Distance Fatigue campaign has not yet been received.

*Speed You Lose Campaign*

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Seven Councils are included in this campaign- Auburn, Baulkham Hills, Camden, Campbelltown, Fairfield, Holroyd & Liverpool Councils.

Camden CRSO is the coordinator of this project.

Funding sought: \$ 5000.00 per Council

(x 7 Councils = \$ 35 000.00)

**Funding received: \$35 000.00**

*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. Although the RTA are moving away from funding projects that are designated driver related (the focus is now on alternative transport measures), this project has been approved for implementation 2004-2005. WSROC, Camden and Campbelltown Councils will incorporate, where possible, an alternative transport focus to take on board the RTA's viewpoint.

Funding sought: \$ 5000.00 per Council

(x 13 Councils = \$ 65000.00)

**Funding received: \$ 65000.00**

**Institute of Public Works Engineering Australia (IPWEA)**

*Drink Drive Evaluation*

The drink drive evaluation project submission aimed to evaluate a number of projects that have occurred in western and south western Sydney. This research project was to provide valuable feedback on projects that have occurred over time and offer direction and guidance for future projects. Fifty-eight submissions were received by IPWEA this year and unfortunately this project did not receive funding.

**(iii) RTA Road Safety Projects – Status Report**

No action

**(iv) Fatal Accident Reports**

Nil

**TC 94/04 Recommended: That the information in items (i) to (iv) be noted.**

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**LATE ITEMS**

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

The Narellan Chamber of Commerce representative raised concerns on behalf of Jacks Gully Waste Depot regarding accommodations being made for truck usage on Richardson Road, at its intersection with Camden Valley Way during the Springs Road closure.

A letter outlining the concerns will be forwarded to Council for its consideration.

**TC 95/04 Recommended:** *That Council address the concerns raised by the Narellan Chamber of Commerce representative.*

**10. Date of Next Traffic Committee Meeting**

**TC 96/04 Recommended:** *That Council note that next Traffic Committee Meeting will be on Monday 9 August 2004.*

**Meeting closed at 10.20am.**