

MINUTES OF TRAFFIC COMMITTEE MEETING HELD
9 FEBRUARY, 2004

Present:

Cr. Fekete,	Chairperson
J. Hillman,	Manager, Engineering
P. Sellathurai	Transport Planner
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.
D. Davies,	Busways
C. Moule,	Picton Coaches
Snr.Con.J. Kane,	NSW Police
M. Leighton,	Narellan Chamber of Commerce
F. Brooking,	Camden Chamber of Commerce

Apologies: T. Freestone

The meeting commenced at 9.30 am.

Rec. No.

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

Report to Council meeting 24 November 2003. - Resolution 142/03.

(a) Item 7 Tramway Drive, Currans Hill

Traffic Engineer advised that an on-site meeting had been held outside Currans Hill Primary School in Tramway Drive with Council, School Principal and Busways representative. The issue of parent pick up and drop off of school children was discussed noting that 10 November 2003 Traffic Committee meeting had recommended that 'No Parking' on the approach side of the pedestrian crossing be installed.

The Committee was advised that the school principal had requested that a review of conditions be undertaken during February 2004 with the view to providing additional 'No Parking' facilities on the departure side of the pedestrian crossing.

The Traffic Engineer advised that the review of conditions indicated the need for additional No Parking restriction was warranted. In this regard, it was considered that 4-5 additional car spaces could be

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provided for parents to use as pick up and drop off of school children.

The area on the departure side of the crossing has sufficient kerbside space to accommodate this request.

TC01/04 **Recommended:** *That 'No Parking 8.00 am – 9.30 am and 2.30 pm – 4.00 pm School Days be installed on the departure side of the pedestrian crossing in Tramway Drive for the purpose of safe pick up and drop off of school children.*

(b) Item 16 Mater Dei School Entrance – Macquarie Grove Road, Kirkham Lane. (File 3716, 1074)

The Traffic Engineer advised that the 10 November 2003 Traffic Committee considered the issue of safety and speed limits at the school entrance and recommended that:

- (i) *Council undertake negotiations with Mater Dei Property Maintenance and Safety Committee to improve or modify the driveway of the school*
- (ii) *The Police be advised of the results of this speed survey and be requested to patrol this area both during school access times and outside school hours.*
- (iii) *The Police comment and request for reconsideration of an 60 km/hr zone be forwarded to the RTA for comment."*

It was also advised that Council, together with the Police, met with the Mater Dei Safety Committee as per (i) above and agreed to undertake the following:

- (1) Council to highlight the site with linemarking;
- (2) Mater Dei to relocate their property fence south of the entrance together with the existing shrubs to improve sight distance; and
- (3) Council pursue with the RTA the issue of the 60 km/hr speed limit change along Macquarie Grove Road.

The Traffic Committee was advised that parts 1 and 2 above have been carried out and that the improvements have made a great impact on visibility and safety generally.

The issue of the speed limit change was also pursued and it was mentioned that advise from the RTA indicated that

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the Authority supported a speed change from 80 km/hr to 70 km/hr.

The Committee were also advised that the Authority favoured a change in speed limit in nearby Kirkham Lane also from 80 km/hr to 70 km/hr and invited Council to nominate other such rural locations to be reviewed and examined through the Traffic Committee process.

TC02/04 Recommended: That

- (i) *Council note that the recent improvements at the intersection of the Mater Dei entrance, Macquarie Grove Road and Kirkham Lane provided by Council and Mater Dei has improved visibility and safety generally.*
- (ii) *Council support the recent speed limit change from 80 km/hr to 70 km/hr along Macquarie Grove Road.*
- (iii) *Council support the RTA's proposal to change the speed limit along Kirkham Lane from 80 km/hr to 70 km/hr.*
- (iv) *Council examine and nominate rural locations for a speed limit change through the Local Traffic Committee as requested by the RTA.*
- (v) *Council advise Mater Dei Safety Committee that Council supports the speed limit change on Macquarie Grove from 80 km/hr to 70 km/hr.*

SCHEDULE ONE ITEMS (Main Business)

(A) New Items

2. Community Festival – 20 March 2004 (File 3333)

Council proposes to conduct a Community Festival at the corner of Elyard Street and Queen Street, Narellan on the vacant reserve at the northern corner of the Narellan Library. The event is scheduled for Saturday 20 March 2004 between 10.00 am – 2.00 pm.

The event is expected to be attended by approximately 200-300 people coming and going over the day.

Ample parking is available along both Elyard Street and Queen Street, and also the Narellan Library carpark area (120 spaces).

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It is expected that shoppers from Narellan Town Centre may visit the event. In this regard shoppers may choose to leave their vehicles at the Town Centre and walk to the event via Elyard Street. Public Transport is available with bus stops in Elyard Street both sides.

The Committee raised no objection.

TC03/04 **Recommended:** *That Council note that Traffic Committee raises no objection to the Community Festival at the corner of Elyard and Queen Streets on Saturday 20 March 2004.*

3. **Camden Valley Way, Leppington – Proposed Pedestrian Facility** (File 3288)

Traffic Committee, during 2003, were advised by the RTA representative that a pedestrian refuge was to be provided on Camden Valley Way in the vicinity of the Leppington Shops.

Council has recently been advised by the Authority that due to the high cost of providing the pedestrian refuge, the Authority is proposing to install a formal pedestrian crossing as a substitute to the proposed pedestrian refuge.

The RTA representative tabled a revised plan of proposed works at this site. The plan in draft form showed a formal pedestrian crossing and associated signage. It contained kerb blisters and new bitumen paved area for buses to use as a hard stand area. The RTA representative advised that public consultation will be undertaken together with a request to Council to formally comment on this new facility.

The Committee noted the new draft plan and also noted the Traffic Engineer's comments that an uncontrolled pedestrian crossing on a major arterial road with traffic volumes around 20,000 v.p.d. would be a concern.

TC04/04 **Recommended:** *That*

- (i) *Council note that the RTA's proposal for a Pedestrian Refuge on Camden Valley Way at Leppington Shop has changed to an uncontrolled pedestrian crossing due to the high cost of providing a pedestrian refuge.*
- (ii) *Council note that formal comments will be provided to the RTA once approved plans are forwarded to Council for comment.*

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4. B-Double Application – Grahams Hill Road, Narellan (File 3482)

Council is in receipt of a B-double application to service the Readymix plant in Grahams Hill Road, Narellan. The plant is located on Grahams Hill Road between Kirkham Street and Millwood Avenue.

The applicant is expected to service the site from the north via The Northern Road and/or from the south via Narellan Road. Access into the plant has been submitted for consideration from either Porrende Street, Kirkham Street or from Camden Valley Way then onto Grahams Hill Road.

The Committee was advised that a field trial of the routes has indicated that access to the Readymix site was best serviced via Porrende Street, Grahams Hill Road and a short side access onto Millwood Avenue.

In addition to the field trial, Council has undertaken an assessment in accordance with the RTA Route Assessment Guidelines for Restricted Access Vehicles.

Traffic Committee raised no objections to the application.

TC05/04 Recommended: That

- (i) Council note that Traffic Committee raises no objection to the B-double application to service Readymix Concrete Plant with 25m vehicles in Grahams Hill Road.
- (ii) Council note that Porrende Street, Grahams Hill Road and a short section of Millwood Avenue up to the side access of Readymix Concrete Plant is the route that is to be licensed under this application and formal gazetting by the RTA.
- (iii) Council notify Readymix Concrete Plant and the RTA of this action; and
- (iv) Readymix be requested to provide minor widening of the access driveways in Graham Hill Road and Millwood Avenue.

5. Rigney Place, Harrington Park (File 4765)

Council's Environment Branch has advised that difficulties have been experienced by their Waste staff in servicing residents of Rigney Place with garbage facilities. They have advised that motorists frequently park within the turning area making it almost impossible to pick up bins and leaving little option but to reverse out of the street. Environment Branch

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has requested that parking restrictions be imposed in the turning areas to allow for a clear passage of vehicles at all times.

The Committee was advised that Council has installed restrictions such as this request in Ibis Way, The Cascades with excellent results and a similar treatment in Rigney Place is recommended to overcome these issues.

The Committee was also advised that a notice circulated to residents regarding Council's proposal has received no objection.

TC 06/04 **Recommended:** *That "No Stopping" restrictions be installed in Rigney Place, Harrington Park to permit safe access to residents and permit Council's Waste collection vehicles to access garbage bins.*

6. Exchange Parade, Smeaton Grange (File 4625)

Council has received a request from Macarthur Strata, Strata Managers on behalf of 5 Exchange Parade, to have a centre line in Exchange Parade.

The applicant has advised that the request was generated due to motorists cutting the corner on the bend and that an accident had already occurred on the bend in Exchange Parade.

A check of Council's Crash Database has indicated that two accidents have occurred within Exchange Parade including one on the bend in question.

The provision of a centre line along the bend as requested would assist to keep motorists on the correct side of the carriageway. It is appropriate that Council introduce lines throughout the entire length of Exchange Parade and Yarmouth Place to define the centreline on these wide carriageways.

The Committee raised no objections.

TC07/04 **Recommended:** *That Council install centre lines in Exchange Parade and Yarmouth Place, Smeaton Grange.*

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7. Macquarie Grove Road – Request for a Bus Stop (File 1995)

Council has received a request from a resident of The Lanes (new subdivision off Macquarie Grove Road) to have a bus stop on Macquarie Grove Road installed outside The Lanes.

Council requested advice from Busways Bus Company regarding this request and Busways was supportive of the request. Busways indicated that bus stops in both directions along Macquarie Grove Road will necessitate the provision of additional pavement. This is required to position the stationary bus off the through carriageway and to avoid large ruts being formed in the shoulders.

A check of the subdivision file has indicated that the developer was requested to install a bus turnaround facility in close proximity to the entrance to the subdivision. This facility has been provided with 12 car parking spaces for a stop and pick-up area to avoid buses having to traverse throughout the estate unnecessarily.

As this facility has been constructed to specifically cater for bus usage, it would seem superfluous to provide additional stops along Macquarie Grove Road. Buses entering the estate and utilising a constructed bus turn area is a safer arrangement to pick up passengers than providing a bus stop along Macquarie Grove Road.

Busways representative advised that presently buses were not in a position to enter the estate due to low patronage but agreed to enter into discussions with Council regarding this issue.

TC08/04 **Recommended:** *That Council defer this item to undertake further discussion with the bus operators.*

8. Macarthur Road at River Road, Elderslie (File 822)

Council has received a letter from the resident of 85 Macarthur Road, Elderslie who is concerned about the safety along Macarthur Road at River Road. The resident advised that on Friday 12 December 2003 a driver lost control of a vehicle and crashed through the front fence of 85 Macarthur Road. The resident also advised that a similar crash occurred approximately 12 to 18 months ago.

Police have advised that the accident on 12 December was recorded as a P5 accident (self reporting accident). This type of accident is a minor accident with no persons injured and property damage under \$500.

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The property owner of 85 Macarthur Road has requested that something is done to improve safety at the site.

A check of the accident history of the site has indicated that two accidents have occurred on Macarthur Road in the vicinity of River Road prior to the 12 December 2003 accident. The first occurred in February 1996, 20m north of River Road and the second occurred in August 2000 outside No. 77 (Britton Close).

Macarthur Road at River Road is a "Y" junction and its geometry forms part of an "S" bend which, in itself, regulates speed of approaching vehicles. Macarthur Road carries around 5000 vehicles per day.

Council, at its 26 March 1996 meeting, approved a Traffic Management Linemarking Scheme to rationalise vehicle movements and provide added safety generally. The Linemarking Scheme especially catered for through and parked traffic reducing vehicular speeds especially at the "S" bends.

The low accident rate at this intersection does not substantiate the allegation that the road, at this location, is unsafe.

Future planning for the area related to the Elderslie and Spring Farm land release proposes to install a roundabout at the intersection of Macarthur Road and River Road.

The Committee felt that conditions at this site are safe.

TC09/04 **Recommended:** *That*

- (i) *the resident of 85 Macarthur Road be advised that, based on the low accident rate at the intersection and the present linemarking environment, the site is considered to be safe.*
- (ii) *Council investigate the additional warning signs required at this location.*

(B) **Deferred Items**

9. **Burraborang Road, Cawdor** (File 4292)

Traffic Committee at the 10 November 2003 meeting considered a late item regarding access to a property along Burraborang Road at Cawdor.

The report to the Traffic Committee was reproduced as background information to the members with the following extract:

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“The Transport Planner tabled a report from the property owner of No. 199 Cawdor Road, Camden requesting support from Council to have two new access driveways off Burragorang Road.

The resident owns property either side of Burragorang Road and wishes to construct a vehicular crossing to gain access to and from either side of Burragorang Road.

The Committee was advised that Burragorang Road is a State Arterial Road under the care and jurisdiction of the RTA and that it was access denied. The RTA representative had advised that the owner has been made aware that Burragorang Road is access denied and that there would be safety concerns with lifting such a restriction.

The Committee was of the opinion that this request be not agreed to.

TC125/03 **Recommended:** That Council write to the RTA to inform the RTA they do not support extra access onto Burragorang Road Camden.”

Council, at its 24 November 2003 meeting, requested that the item be referred to the next Traffic Committee meeting for discussion. In order to assist the Committee, Council wrote to the RTA requesting further information to assist the Committee.

The RTA representative advised that information regarding this item was not available at this time and that a formal reply is expected to be provided. It was also advised that State Arterial Road matters do not come into the jurisdiction of the Local Traffic Committee.

TC10/04 **Recommended:** *That*

- (i) the item be deferred to allow a formal response to Council from the RTA.*
- (ii) Council note that State Arterial Road matters do not come under the jurisdiction of the Local Traffic Committee.*

10. Deepfields Road, Catherine Field (File 3576)

Traffic Committee, at its 8 September 2003 meeting, considered a late item to provide an interim permit to allow access for a B-double vehicle to access 48 Deepfields Road. The Committee felt that the item should be deferred for further information.

The item was subsequently referred to Council’s Planning Section for investigation to ascertain whether a Development Application was required. The applicant was advised that a DA was not required and

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the matter was resubmitted to the Traffic Committee for consideration as a "B-double" route.

Council has undertaken an impact statement as part of the route assessment.

It is important to note that under the RTA guidelines for assessing B-double applications, Council is to refer details of the application to the Local Traffic Committee for advice only, having no decision making power.

The Committee was advised that the site has been serviced by semi-trailers for an extensive period of time and that a similar extension of a B-double route off Camden Valley Way exists within Springfield Road nearby.

The Committee was also advised that a field trial is still to be undertaken as a final assessment of the proposal.

TC11/04 **Recommended:** *That*

- (i) Council approve the B-double application on Deepfields Road, from Camden Valley Way to No. 48 Deepfields Road, Catherine Field subject to a favourable field trial*
- (ii) The entrance to No. 48 Deepfields Road be constructed to an appropriate Council standard from Deepfields Road into property No. 48 Deepfields Road by the applicant and at no cost to Council.*
- (iii) "Truck Entering" signage be installed on each approach to No. 48 Deepfields Road by the applicant and at no cost to Council.*

11. Deepfields Road, Catherine Fields (File 1475.1370)

Traffic Committee at 10 November 2003 Traffic Committee meeting considered late item regarding traffic conditions outside 394 Deepfields Road.

The Committee was advised that the activities associated with the bus shelter during school hours has affected and deteriorated the amenity of the property owner of No. 394. It was stated that the existing turn-area at the bus shelter (which also links access to No. 394) has resulted in delays exiting the area and abuse by parents when asked to clear the driveway. It was also alleged that the turn area is misused by trucks and anti-social behaviour at nights.

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The property owner has requested that a separate driveway be provided with segregation from the bus turn around areas. This request will create three driveway crossings in relatively close proximity to each other.

The Committee felt that the site should be inspected by each member prior to any recommendation being forwarded to Council.

TC126/03 **Recommended:** That Traffic Committee defer the request for an additional driveway access onto Deepfield Road from property No. 394 until each Traffic Committee member has had the opportunity to inspect the site.

Council has received responses from the Traffic Committee Chairperson, Police and RTA representation. The Committee discussed the responses and were of the opinion that no action could be justified at this site as Council cannot provide improvements to resolve a private driveway issue.

The Police representative also advised that issues of anti-social behaviour or driveway obstruction is a Police matter and such occurrences should be forwarded to the NSW Police Department.

TC12/04 **Recommended:** *That*

- (i) Council note that Traffic Committee does not support the request for improvements outside property No. 394 Deepfields Road to resolve a private driveway issue.*
- (ii) The property owner of No. 394 Deepfields Road be advised that issues of anti-social behaviour and driveway obstruction should be referred to the NSW Police Department.*

12. Request for Pedestrian Crossing Mitchell Street and John Street, Camden. File 3735, 3525

Traffic Committee, at its meeting on 10 November 2003, considered a late item tabled by the Police representative on behalf of Mr Paul Mowen, General Manager, Narellan Community Care requesting pedestrian crossing at the intersection.

The letter from Mr Mowen has asked Council to consider installing an additional pedestrian crossing in Mitchell Street (northern leg). Mr Mowen also stated that motorists do not travel at a safe speed.

Both John Street and Mitchell Street have pedestrian crossings at the intersection to cater for pedestrians. Both roads are also covered by a 40 km/h School Zone and since 1 November 2003 both these roads

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have become Speed Zoned at 50 km/h under the recent state wide urban default speed limit.

As the application was submitted late in 2003 and in close proximity to the Christmas school holidays, no traffic data was collected. Similarly 2004 data would not be collected in time to meet deadlines for the 9 February 2004 Traffic Committee meeting. However, traffic data collected for the Larkin Place project in June 2003 was examined as a guide to pedestrian and traffic movement of the intersection.

The Committee also considered that Council has had numerous requests to provide pedestrian facilities in John Street over the years. These requests have been for a number of different locations along John Street and has been identified in the PAMP project as a significant location requiring specialised treatment. Council has recently resolved to undertake a study to address the pedestrian / vehicle conflicts in John Street and the Committee considered that it was appropriate that the issue of pedestrian needs be addressed as part of the study.

TC13/04 **Recommended:** *That*

- (i) *No additional pedestrian crossing facilities be provided at the intersection of John Street and Mitchell Street, Camden at this stage.*
- (ii) *The issue of pedestrian needs be addressed during the John Street Traffic Study.*

(C) Permanent Items

13. (i) Local Bike Plan Implementation

Construction presently occurring on Camden Valley Way between the two Wilson Crescents.

Council has applied to the RTA for funds for the 2004/05 financial year.

(ii) Black Spot Identification/Evaluation/Treatment

No action.

(iii) Local Behavioural Campaigns

Drink Drive Project

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Resources for the project were delivered to all Liquor Accord members during November/December. The party packs have also been distributed within the local community via Council's Customer Service areas and Camden Police.

The effectiveness of the designated driver program and party packs will be evaluated during February and March.

Community Road Safety Action Plan

The 2004-2005 Community Road Safety Plan is currently being prepared in draft format.

- (iv) RTA Road Safety Projects - Status Report

No Project active at this stage.

TC14/04 **Recommended:** *That the information contained in items 13 (i) to (iv) be noted.*

(D) Fatal Accident Reports

- 14. A fatal accident occurred on Wednesday, 28 January 2004 on The Northern Road, Oran Park at 7.50 am. A southbound vehicle on The Northern veered across to the incorrect side of the road clipping a northbound vehicle into the path of another southbound vehicle. This then caused a number of rear end accidents to occur.

TC15/04 **Recommended:** *That the information be noted.*

SCHEDULE TWO ITEMS (Delegated Authority Items for Ratification)

LATE/GENERAL BUSINESS

- 15. **Tobruk Road at Liquidamber Drive** (File 4005)

Traffic Engineer advised that residents of Tobruk Road have been experiencing difficulties entering their street due to the geometry of the intersection.

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The intersection forms a right angle bend with an additional leg terminating into a cul-de-sac thereby forming a "Y" shaped intersection. Liquidamber Drive changes names to become Tobruk Road at the bend and both roads are 8 metres in width.

Council recently installed "buttons" to indicate the centre of the road and to maintain lane discipline.

The Committee discussed the need to control the cul-de-sac end of the intersection with a "Give Way" sign due to the "Y" shape intersection. It was felt that the buttons installed appear to have rationalised movements and that further controls are not required at this stage.

TC16/04 **Recommended:** *That a "Give Way" sign across Tobruk Road at the cul-de-sac end not be installed at this stage and that the site be further monitored.*

16. Speed Limits – Camden Valley Way (File)

Traffic Engineer advised that the RTA had sent copies of their "Direction to Restrict" notices to Council advising of speed limit changes along Camden Valley Way as follows:

1. Speed change from 90 km/hr to 80 km/hr from 20 metres south of Heath Road to 100 metres south of Turner Road.
2. Speed change from 70 km/hr to 60 km/hr from 20 metres south of Heath Road to 300 metres north of Cowpasture Road.

TC17/04 **Recommended:** *That Council note the Speed Limit changes along Camden Valley Way.*

17. Harrington Park Primary School (File 4714)

Traffic Engineer tabled a letter from Harrington Park P & C requesting that the approved P.M. No Parking restrictions in the indented areas at the rear of the school have AM times added.

The Committee raised no objections.

TC18/04 **Recommended:** *That No Parking restrictions be installed in the indented areas at the rear of Harrington Park Primary School with the following times:*
No Parking 8.00 am – 9.30 am and 2.30 pm – 4.00 pm
School Days.

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18. Oxley Street – Rear of Retravision (File 4359)

Traffic Engineer tabled a letter from Retravision Camden requesting that new signage be installed or previous signage be reinstated across their driveway in Oxley Street.

Retravision advised that their driveway provides access to their loading dock and that delivery trucks are often blocked when exiting the site due to motorists blocking the driveway.

The Committee felt that No Stopping restrictions should be installed.

TC19/04 **Recommended:** *That ‘No Stopping’ restrictions be installed across the Retravision driveway in Oxley Street, Camden.*

19. Macarthur Cycling Club (File 4721)

The Police representative tabled a request from the Macarthur Cycling Club to conduct a one off Open Criterion Cycle event at the Smeaton Grange Circuit.

The event is scheduled for Sunday 4 April 2004 from 7.30 a.m. to 1.00 p.m.

The Cycling Club have approval to conduct events every Sunday morning between 7.30 am and 10.00 am and undertake these events under a strict Traffic Control Plan.

The Committee raised no objections to this one off event.

TC20/04 **Recommended:** *That*

- (i) approval be given to the Macarthur Cycling Club to undertake a one off Open Criterion Cycle Event on Sunday 4 April 2004 between the hours of 7.30 a.m. – 1.00 p.m.*
- (ii) the organisers of the event letter-box nearby premises and inform the public with an advertisement in the local papers.*

20. Cawdor Road at Sheathers Lane (Files 1791, 3481)

The Camden Chamber representative advised that motorists on Sheathers Lane on approach to the roundabout at Cawdor Road have difficulty seeing motorists on their right due to the high grass on that corner.

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TC21/04 **Recommended:** *That Council take the necessary action to improve visibility at the roundabout site of Sheathers Lane and Cawdor Road, Camden*

21. Camden Bypass, Narellan (File)

The Camden Chamber representative advised that motorists are entering and exiting the Camden Bypass to gain entry to and from the Narellan Supa Centre Business Park.

The Committee requested that the matter be investigated.

TC22/04 **Recommended:** *That*

- (i) *Council pursue the closure of the illegal access points at the rear of properties backing onto the Camden Bypass.*

- (ii) *The RTA be requested to consider pavement arrows strategically positioned to the two lanes of the Bypass to indicate to motorists the one-way flow of traffic.*

22. Veness Circuit, Narellan Vale (File 4139)

The RTA representative advised that Veness Circuit which is at the rear of Narellan Vale Primary School has had a school zone installed by the Authority.

TC23/04 **Recommended:** *That Council note the information.*

Meeting closed at 11.45 a.m.

RESOLUTION FROM THE ORDINARY COUNCIL MEETING HELD 23
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Other Committees

Traffic Committee – Held 9 February 2004

Resolved on the Motion of Cr Fekete, seconded Cr Batros that the Minutes of the Traffic Committee Meeting of the 9 February, 2004 copies of which have been circulated, be confirmed and adopted.

018/04 **THE MOTION WAS CARRIED.**

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