



Hawkesbury City Council

supplementary  
ordinary  
meeting  
business  
paper

date of meeting: 27 May 2008  
location: council chambers  
time: 5:00 p.m.



**ORDINARY MEETING - SUPPLEMENTARY**

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SECTION 4 - Reports for Determination

SUPPLEMENTARY REPORTS

INFRASTRUCTURE SERVICES

Item: 111 IS - Portland Head Road - Proposed Sealing - (95495, 79344)

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**REPORT:**

Correspondence has been received from a committee representing the residents of Portland Head Road offering to contribute an amount of \$300,000 towards the reconstruction and bitumen sealing of Portland Head Road, a distance of 2.33km, conditional that the cost will not exceed \$600,000.

Whilst this is a generous offer by the residents it will need to be considered in terms of life cycle costs for both sealed and unsealed roads and the effect on the overall capital works program.

Current expenditure on sealed roads, including general maintenance, reseals, rehabilitation and reconstruction from all sources (including roads to recovery) is \$5,109,320. This equates to an *average* annual figure of \$7,076 per kilometre of the sealed road network. Similarly the expenditure on unsealed roads is \$905,000, which equates to an *average* annual figure of \$2,957 per kilometre. The actual expenditure on each road (sealed or unsealed) will vary depending on traffic volumes, road condition and other factors. It would be fair to say that both these levels of expenditure are less than what is required to keep the overall road network at a suitable service standard. Based on the figures presented it would be reasonable to ask how further sealing of unsealed roads could be justified, however there is a community expectation that roads with larger traffic volumes be sealed to provide a satisfactory riding quality, increased safety, and environmental benefits including a reduction in dust, erosion causing siltation of water courses and amenity of residents.

In consideration of the most effective use of Council funds, recommendation to undertake sealing of unsealed roads has been made in relation to safety (sealing on approaches to intersections), shoulders adjacent to new kerb and gutter works and projects which have been fully funded from other sources (Federal funding of St Albans Road and Racecourse Road). Whilst these projects will add on average almost \$4,200 per kilometre per annum to the cost of maintaining the sealed road network it is considered that they fall into the category of safety, environment and amenity, and the fact that the fully funded projects have allowed Council funds to continue to be utilised on renewal projects. Obviously the level of funds required for maintenance for new works will be minimal in the early years and increase over time. It is accepted however that even fully funded projects will eventually have an impact on the amount of funds which will be required in the future to retain the sealed road network at a suitable standard.

In an effort to bring the sealed road network up to a suitable standard, Council has over recent years limited the amount of funds directed to sealing of unsealed roads, concentrating on the rehabilitation of the existing sealed network. This philosophy has resulted in a decrease in the percentage of roads in a failed/very poor condition from 14% in 1996 to 2% in 2001 and 2% again in 2007. At the other end of the spectrum the percentage of roads in the good/very good category increased from 56% in 1996 to 86% in 2001, when there were significant lengths of new roads being constructed as part of large subdivisions such as Bligh Park, Windsor Downs and Nepean Park (artificially inflating the good/very good category) but has dropped to 81% (5% reduction) in 2007. It is anticipated that there may be a slight improvement over time within the failed/very poor category with a decline in the very good/good category due to age, resulting in an increase in roads in 'fair' condition. These results are indicative that not enough funding is being directed to renewal works however with the additional funding being made available through the infrastructure renewal program it is anticipated that further gains may be made.

In relation to the request made by the residents of Portland Head Road, if Council were to consider accepting the offer of half funding for the works, it would be necessary to redirect \$300,000 from other projects within the works program. Such action would have an impact on other projects considered to be a priority when formulating the program. It is considered that the reconstruction and sealing of Portland Head Road could only be justified if the project was fully funded by others and then Council could undertake to carry out the ongoing maintenance, resealing, and ultimate reconstruction of the road at the end of its life.

**Conformance to Strategic Plan**

The proposal is deemed to conform with the objectives set out in Council's Strategic Plan i.e:

*"Objective: A network of towns, villages and rural localities connected by well-maintained public and private infrastructure, which supports the social and economic development of the City."*

**Funding**

As outlined within the report.

**RECOMMENDATION:**

That:

1. The residents of Portland Head Road be thanked for the offer to fund half the cost of reconstruction and bitumen sealing of the road.
2. Unless the project was to be fully funded the offer by the residents be declined.
3. On the basis of the half funding being available as a contribution from the residents, application be made for the additional funding to carry out the works from the Auslink Strategic Regional Roads Program or other appropriate grant programs.

**ATTACHMENTS:**

There are no supporting documents for this report.

**oooO END OF REPORT Oooo**

**SUPPORT SERVICES**

**Item: 112            SS - Extinguishment or Cancellation of Easement - Lot 1 DP75819, 532 Cornwallis Road, Richmond Lowlands - (104258, 1931, 95496)**

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**REPORT:**

532 Cornwallis Road, Richmond Lowlands (Lot 1 in Deposited Plan 75819) is affected by an easement for transmission lines. The easement was created in 1937 and the beneficiary of the easement is the Council of the Municipality of Richmond, who were previously an electricity authority in the Richmond Municipality.

The easement originally affected four adjoining properties, however, over time all other affectations appear to have been removed and only the subject property remains burdened by an easement for transmission lines.

In this regard, the owners of 532 Cornwallis Road, Richmond Lowlands, Yindarra Services Pty Limited, have requested that Council (as the successor to the Council of the Municipality of Richmond) agree to extinguish the easement.

As Council is not an electricity authority, the easement for transmission lines is not required and should be extinguished.

**Conformance to Strategic Plan**

The proposal is deemed to conform with the objectives set out in Council's Strategic Plan i.e:

*"Objective: Processing Miscellaneous Property Matter"*

**Funding**

This proposal does not impact on Council's 2007/2008 budget.

This proposal is considered reasonable and could be agreed to by Council.

**RECOMMENDATION:**

That:

1. Council agree to extinguish the easement for transmission lines which affects 532 Cornwallis Lane, Richmond Lowlands (Lot 1 in Deposited Plan 75819).
2. Authority be given for any documentation in association with this matter to be executed under the Seal of Council.
3. Details of Council's resolution be conveyed to the property owner, Yindarra Services Pty Limited, together with the advice that Council is not and will not be bound by the terms of its resolution until such time as appropriate legal documentation to put such resolution into effect has been executed by Council.

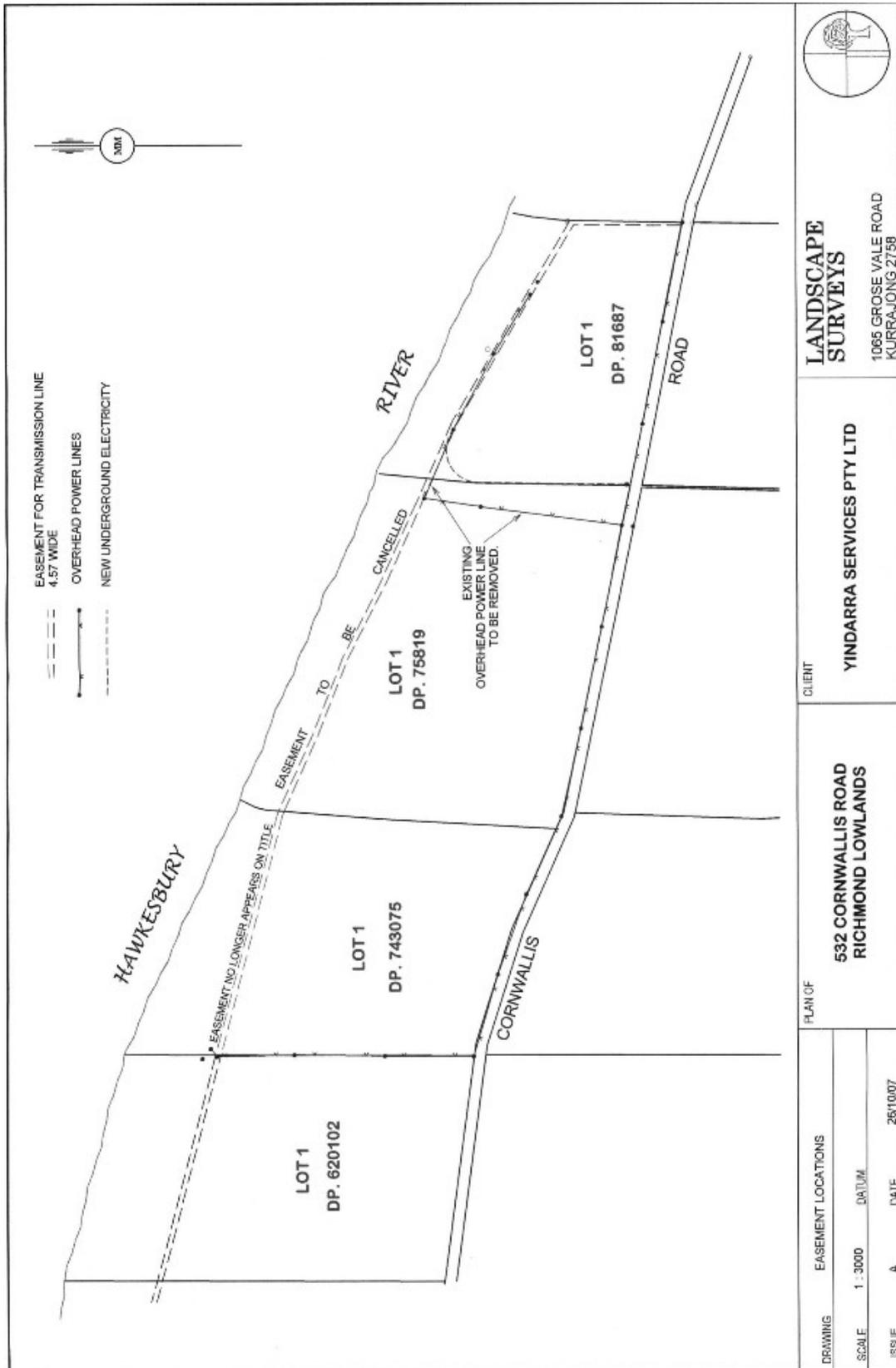
**ATTACHMENTS:**

**AT - 1** Plan of 532 Cornwallis Lane, Richmond Lowlands (Lot 1 in Deposited Plan 75819)

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AT - 1 Plan of 532 Cornwallis Lane, Richmond Lowlands (Lot 1 in Deposited Plan 75819)



oooO END OF REPORT Oooo

**SECTION 5 - Reports of Committees**

**ROC - Local Traffic Committee - 21 May 2008 - (80245)**

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Wednesday, 21 May 2008, commencing at 3.00pm.

**ATTENDANCE**

- Present:** Councillor B Bassett (Chairman)  
Mr J Suprain, Roads and Traffic Authority  
Snr Constable B McClifty, NSW Police Service  
Mr R Williams, MP (Hawkesbury)  
Mr N Gale, Offices of Messrs A Shearan, MP and J Aquilina, MP
- Apologies:** Mr R Elson, Department of Transport  
Mr J Christie, Offices of Messrs A Shearan, MP and J Aquilina, MP
- In Attendance:** Mr C Amit, Manager, Design & Mapping Services  
Mr T Shepherd, Administrative Officer, Infrastructure Services
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**SECTION 1 - Minutes**

**Item 1.1 Minutes of Previous Meeting**

The Minutes of the meeting held on 16 April 2008 were confirmed.

**Item 1.2 Business Arising**

LTC - 16 April 2008 - Item 1.2 - Kurrajong Road/Old Kurrajong Road/Yarramundi Lane, Richmond - (80245)

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**REPORT**

The Chairman enquired as to progress regarding the internal investigation to be undertaken by the Roads and Traffic Authority in respect of traffic conditions at the intersection of Kurrajong/Old Kurrajong Roads, Richmond, principally in relation to queued traffic in peak periods.

Mr J Suprain advised that traffic counts were yet to be done, which upon completion further assessment could be undertaken by the Authority, particularly impact on the operation of traffic signals in Richmond.

**RECOMMENDATION:**

That the information be received.

LTC - 16 April 2008 - Item 4.1 - Boundary Road/Old Pitt Town Road, Oakville - Traffic Conditions - (80245)

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**REPORT**

Mr C Amit advised that traffic counters were scheduled to be installed on Boundary Road, Oakville by 23 May 2008 in conjunction with Baulkham Hills Shire Council.

**RECOMMENDATION:**

That installation of traffic counters on Boundary Road, Oakville be maintained for a minimum of 2 weeks with a possible extension of a further 2 weeks given the recent operations by the NSW Police Service in that locality.

**SECTION 2 - Reports for Determination**

**Item 2.1      LTC - 21 May 2008 - Item 2.1 - Mt Wilson to Bilpin Bush Run 2008 - Mt Irvine Rd & Bells Line of Rd, Bilpin (Hawkesbury) - (80245, 73582, 74282)**

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**REPORT:**

**Introduction:**

An application has been received from Bilpin Rural Fire Brigade seeking approval to conduct the Mt Wilson to Bilpin Bush Run on Saturday, 23 August 2008. The route of the Bush Run involves roads in the Blue Mountains and Hawkesbury Council areas. The event is an annual 35 kilometre Bush Run which starts in Mt Wilson (Blue Mountains Council) and proceeds mainly via fire trails and private property to a 1.0 kilometre long section of Mt Irvine Road, 2.0 kilometre long section of Bells Line of Road and terminates at Bilpin Community Hall. Mt Irvine Road is a very low traffic (ADT < 100) gravel road.

Refer to the attached Plan No: TR003/08 - Appendix 1.

The event organiser has advised the following:

- a) The last section of the run is along the northern verge of Bells Line of Road which is a State Road. Vehicular traffic and participants are separated by a verge of approximately 10 metres wide along this section of Bells Line of Road at all points,
- b) The shoulder of Bells Line of Road (on the section between Mt Irvine Road and Bilpin Community Hall) will not be used at all and any runners found running on the shoulder of Bells Line of Road or outside the designated course will be disqualified,
- c) There will be approximately 250 runners participating in the run, which will be held between 7.00am and 3.00pm,
- d) Off street parking will be provided at Bilpin community Hall for approximately 500 cars.

**Discussion:**

It would be appropriate to classify this event as a "Class 2" special event under the "Traffic Management for Special Events" guidelines issued by the Roads & Traffic Authority (RTA) as this event may impact on minor traffic and transport systems and there may be low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to this event: Appendix 2 (Dataworks Document No: 2751616):

- i) Details of the Special Event Transport Management Plan Template - RTA,
- ii) Transport Management Plan (TMP) without the associated TCP, and
- iii) Copy of the Application to the NSW Police Service

**RECOMMENDATION:**

That:

1. The Mt Wilson to Bilpin Bush Run event planned for 23 August 2008 be classified as a "Class 2" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

**Prior to the event:**

- 4a. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**
- 4b. the event organiser **submitting a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 4c. the event organiser **submitting to Council a copy of its Public Liability Policy** in an amount not less than \$10,000,000 **noting Council and the Roads and Traffic Authority as an interested parties on the Policy** and that Policy to cover **both on-road and off-road activity;**
- 4d. the event organiser advertising the event in the local press stating the entire route/extent of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4e. the event organiser notifying the details of the event to the NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; **a copy of the correspondence be submitted to Council**

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- 4f. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event; The applicant undertaking a letter drop to all affected residents and businesses in the proximity to the event, with that letter advising full details of the event; **a copy of the correspondence be submitted to Council**
- 4g. the event organiser obtaining approval from the National Parks and Wildlife Service (Department of Environment and Conservation) for the use of Wollemi National Park and The Blue Mountains National Park;
- 4h. the event organiser obtaining approval from Blue Mountains Council for the use of their roads;
- 4i. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

#### **During the event:**

- 4j. access being maintained for businesses, residents and their visitors;
- 4k. a clear passageway of at least 4 metres in width being maintained at all times for emergency vehicles;
- 4l. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- 4m. the runners are made aware of and are following all the general road user rules whilst running on public roads;
- 4n. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4o. the competitors and participants be advised of the traffic control (and other) arrangements in place, prior to the commencement of the event; and,
- 4p. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity

#### **APPENDICES:**

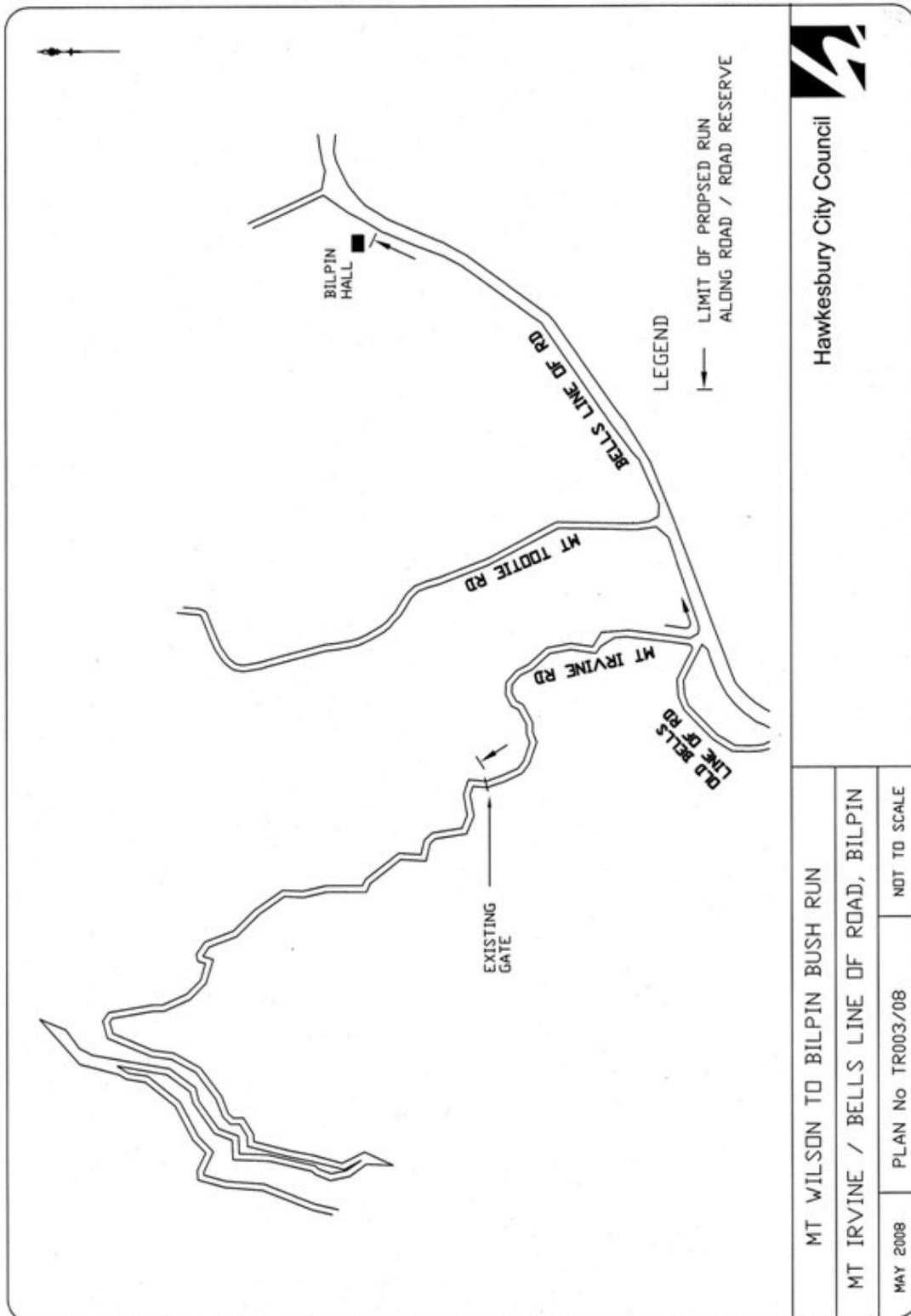
**AT - 1** Mt Wilson to Bilpin Bush Run: Plan No. TR003/08

**AT - 2** Special Event Application - Mt Wilson to Bilpin Bush Run (Dataworks Doc. No. 2751616) - see *attached*

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Reports of Committees

AT - 1 Mt Wilson to Bilpin Bush Run - Plan No.TR003/08



Mr R Williams, MP joined the meeting at this stage.

**Item 2.2 LTC - 21 May 2008 - Item 2.2 - Application for Final Approval: Bicycle Racing Events for 2008 - Oakville (Hawkesbury) - (80245, 82935)**

**Previous Item:** 2.1, Local Traffic Committee (21 November 2007)

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**REPORT:****Introduction:**

An application to undertake Bicycle Racing Events in Oakville during 2008 by the Parramatta Cycling Club, was reported to the Local Traffic Committee on 21 November 2007. The recommendations of the Local Traffic Committee, as part of the Initial Approval, was adopted by Council on 11 December 2007 as follows:

*"That:*

1. *The Bicycle Racing Events planned for:*

- 19 April 2008
- 10 May 2008
- 24 May 2008
- 14 June 2008
- 28 June 2008
- 12 July 2008
- 26 July 2008
- 9 August 2008
- 23 August 2008
- 13 September 2008
- 27 September 2008

*by the Parramatta Cycling Club along the Oakville Route, be classified as a "Class 2" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.*

2. *The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.*
3. *It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.*
4. *No objection be held to this event subject to compliance with the following conditions:*

**Prior to the event:**

- 4a. *the event organiser obtaining approval to conduct this event, from the NSW Police Service; a **copy of the Police Service approval be submitted to Council;***
- 4b. *the event organiser **submitting a Transport Management Plan (TMP) for the entire route incorporating the submitted Traffic Control Plans (TCP) to Council for acknowledgement.***
- 4c. *the event organiser **submitting to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council as an interested party on the Policy and that Policy to cover both on-road and off-road activity;***

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- 4d. *the event organiser advertising the event in the local press stating the entire route/extent of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);*
- 4e. *the event organiser notifying the details of the event to NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; **a copy of the correspondence be submitted to Council;***
- 4f. *the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event; The applicant undertaking a letter drop to all affected residents and businesses in the proximity to the event, with that letter advising full details of the event; **a copy of the correspondence be submitted to Council;***
- 4g. *the event organiser assessing the risk and addressing the suitability of the entire route as part of the risk assessment considering the possible risks for all participants / competing cyclists travelling close to the edge of the sealed section of roads and considering the current condition of the carriageway edge. This assessment should be carried out by visual inspection of the route / site by the event organiser prior to preparing the TMP and prior to the event;*
- 4h. *the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);*
- 4i. *the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;*

**During the event:**

- 4j. *access being maintained for businesses, residents and their visitors;*
- 4k. *all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;*
- 4l. *the cyclists are aware of and are following all the general road user rules whilst cycling on public roads;*
- 4m. *in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;*
- 4n. *the competitors and participants be advised of the traffic control arrangements in place, prior to the commencement of the event; and,*
- 4o. *all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity"*

**Discussion:**

The event organiser has submitted information in order to obtain **Final Approval** for the event along the Oakville Route, *Refer to Appendix 1.*

Condition 4 (a): Complied,  
Condition 4 (b): Complied,  
Condition 4 (c): Complied,

Condition 4 (d): Complied, Copy of Advertisement provided, ongoing advertising required.

Condition 4 (e): To be Complied, Only NSW Ambulance notified,

Condition 4 (f): To be Complied, Only Residents notified of the event.

Condition 4 (g): Complied,

Condition 4 (h): Complied,.

Condition 4 (i): Complied

#### **Oakville Route;**

The Parramatta Cycling Club (PCC) in its initial application indicated that the cycling events will be held on eleven (11) separate Saturdays, during the period of 19 April 2008 to 27 September 2008. Specific dates for the Oakville Races are listed below:

- 19 April 2008
- 10 May 2008
- 24 May 2008
- 14 June 2008
- 28 June 2008
- 12 July 2008
- 26 July 2008
- 9 August 2008
- 23 August 2008
- 13 September 2008
- 27 September 2008

Due to the event organiser obtaining the relevant approvals from various authorities and submission of the required information, the events listed from 19 April 2007 to 14 June 2008 inclusive, fall outside of the approval process. Namely the dates as listed below:

- 19 April 2008
- 10 May 2008
- 24 May 2008
- 14 June 2008

#### **RECOMMENDATION:**

That no objection be held to the Bicycle Racing Events planned for 2008 by Parramatta Cycling Club along the Oakville Route, as listed below:

- 28 June 2008
- 12 July 2008
- 26 July 2008
- 9 August 2008
- 23 August 2008
- 13 September 2008
- 27 September 2008

Final Approval be granted subject to compliance with the following conditions:

#### **Prior to the event**

- a) the event organiser advertising the event in the local press stating the entire route/extent of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement has been submitted to Council;**

- b) the event organiser notifying the details of the event to NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; **a copy of the correspondence be submitted to Council;**
- c) the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area, with that letter advising full details of the event; **a copy of the correspondence be submitted to Council;**

**During the event:**

- d) access being maintained for businesses, residents and their visitors;
- e) all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- f) the cyclists are aware of and are following all the general road user rules whilst cycling on public roads;
- g) in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- h) the competitors and participants be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- i) all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity

**APPENDICES:**

- AT - 1** Final Approval Submission Special Event Application - Parramatta Cycling Club along the Oakville, (Dataworks Doc. No. 2761017, 2784005 & 2623599) - *see attached.*

**SECTION 3 - Reports for Information**

- Item 3.1** **LTC - 21 May 2008 - Item 3.1 - RTA Advice on Proposed Speed Limit changes along Richmond Road and Blacktown Road - Hawkesbury LGA - (Riverstone and Londonderry) - (80245, 74282, 80761)**

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**REPORT:**

Advice has been received from the Roads and Traffic Authority indicating that a review of the existing speed limits along the full length of Richmond Road and Blacktown Road has been undertaken. This review extended over both the Blacktown (BCC) and Hawkesbury (HCC) Local Government Areas. The information provided by the RTA is listed below (Dataworks Document No. 2786182)

*"Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the surrounding conditions, road alignment, road usage, adjacent development, vehicle types and volumes, crash history, and the number of access points along the route.*

*A number of requests have been received from the public and local Council for a review of speed limits on Richmond Road and Blacktown Road particularly the 90 km/h speed zone west of George Street, Londonderry. They have expressed safety concerns for drivers entering Richmond Road at the un-signalised intersections of The Driftway and Racecourse Road.*

*A review of the crash data shows that between 2002 and 2006 there have been 724 crashes, resulting in 11 fatalities and 466 injuries. In 2007 there have been a further 2 fatalities.*

*Variable Message Signs will be installed to warn motorists of the speed limit changes.*

*The new speed limit signs are expected to be installed between 4th and 6th June.*

*The RTA will also install additional repeater signs and curve advisory signs along this route to assist with motorists driving at or below the speed limit*

*Details of the proposed Speed limit changes are listed below;*

- *Reduction in the speed limit from 70km/h to 60km/h from Wirruna Street to Breakfast Road - 0.9 kilometres - (BCC)*
- *Reduction in the speed limit from 70km/h to 60km/h from south of South Street to west of Garfield Road - 2.1 kilometres - (BCC),*
- *Reduction in the speed limit from 90km/h to 80km/h from west of Garfield Road to east of St Marys Road - 3.6 kilometres - (BCC & HCC),*
- *Reduction in the speed limit from 90km/h to 80km/h from west of George Street to east of Campus Drive - 3.3 kilometres - (HCC)."*

The resultant effect for the Hawkesbury LGA is a consistent speed limit of 80km/h along Richmond Road and Blacktown Road, with the exception of the 60km/h section of Blacktown Road (200metres) east of Bourke Street which will remain unchanged.

**RECOMMENDATION:**

That the information be received.

**APPENDICES:**

**AT - 1** Richmond Road and Blacktown Road; Existing and proposed speed zones map.

**SECTION 4 - General Business**

**Item 4.1 LTC - 21 May 2008 - Item 4.1 QWN - West Portland Road, Sackville - Traffic Conditions - (80245)**

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Councillor B Bassett

**REPORT:**

Advised of representations received seeking review of the speed limit on West Portland Road, Sackville.

Mr C Amit advised that a speed audit was undertaken in 2004, with subsequent advice received from the Roads & Traffic Authority that the speed limit was not to be reduced.

**RECOMMENDATION:**

That upon completion of speed counts on Boundary Road, Oakville, speed counts be undertaken on West Portland Road, Sackville, and following assessment against previous speed counts, a further report be submitted to the Committee with a view to referral to the Roads & Traffic Authority.

**APPENDICES:**

There are no supporting documents for this report.

**Item 4.2 LTC - 21 May 2008 - Item 4.2 QWN - Traffic Management - Richmond/North Richmond - (80245)**

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Councillor B Bassett/ Mr R Williams, MP

**REPORT:**

Each member advised of representations received regarding traffic management issues relating to March Street, Richmond - Bells Line of Road, North Richmond, in particular:

- (a) Bosworth/March Streets intersection, both roads being part of the Main Road network - long vehicles travelling north on Bosworth Street and turning west onto March Street mount the footpath thus compromising pedestrian safety;
- (b) extensive peak period traffic delays emanating from the Kurrajong/Old Kurrajong Roads intersection;
- (c) westbound vehicles on Bells Line of Road, North Richmond crossing the barrier line and proceeding in the east-bound lanes to access the Caltex Service Station/North Richmond Post Office; and,
- (d) Improvement of traffic flow between Redbank Creek and North Richmond Bridge , canvassing provision of four (4) lanes.

Representations by C Ottaway and S Prabhakar were tabled.

Lengthy discussion ensued on the above matters.

Mr J Suprain advised:

- (1) March/Bosworth Streets - encouraged finalisation of Council's Pedestrian Access Mobility Plan (PAMP), which would open up funding avenues to Council regarding any proposed works at this intersection to enhance pedestrian safety;
- (2) internally within the Authority, a Pinch Point Programme was being established and that he would check whether this locality was included on any programme for investigation.

Mr C Amit queried whether any avenues were available for remedial works at the Bosworth/March streets intersection through the Road safety Section, RTA with Mr Suprain restating his previous advice that the best avenue for Council is to finalise its PAMP.

**RECOMMENDATION:**

That:

- (1) correspondence be forwarded to Road Safety, RTA requesting the investigation of traffic movement/safety between East Market Street, Richmond and Crooked Lane, North Richmond, specifically targeting:
  - (a) functionality of the whole Bosworth/March Street intersection including provision of a splay on the south- western corner of the intersection, to improve large vehicle manoeuvrability/enhancement of pedestrian safety;
  - (b) traffic delay during peak periods emanating from Kurrajong/Old Kurrajong Roads intersection; and
  - (c) enhancement of traffic flow through North Richmond by provision of 4 lanes between North Richmond Bridge and Crooked Lane; and,
- (2) Council give priority to completion of its PAMP to amplify funding opportunities available to Council from the RTA.

**APPENDICES:**

There are no supporting documents for this report.

**SECTION 5 - Next Meeting**

The next Local Traffic Committee meeting will be held on Wednesday, 18 June 2008 at 3.00pm in the Large Committee Room.

The meeting terminated at 4.00pm.

**oooO END OF REPORT Oooo**



ordinary  
meeting

end of  
supplementary  
business  
paper

This business paper has  
been produced  
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