

ITEM NO: 15

SUBJECT: RE-ROUTING OF TOURIST BUSES TRAVELLING TO GORDON FALLS RESERVE, LEURA

FILE NO: F00088

Notice of Motion by Councillor Mays:

That a report comes before Council detailing:

- Possible options for the re-routing of tourist buses travelling to Gordon Falls Reserve, Leura from the current Gordon Road and Lone Pine Avenue route to an alternate route; and
- Options for bus turning considerations at Gordon Falls Reserve that includes the cost to Council of improving bus turning options at this site.

Background

Despite this issue having been reviewed by the Local Traffic Committee on 15 May 2007, 4 December 2007 and again on 26 February 2008, residents in Gordon Road and Lone Pine Avenue, Leura remain concerned that the issue has not been satisfactorily addressed.

Residents have exhausted all avenues available to them in a bid to resolve this matter. This includes meeting/speaking with the tourist bus operators to seek an alternate bus route and both speaking with and petitioning Council. Interestingly, one of the bus operators has stated to residents that he would not oppose his buses using an alternate route if Council zoned part of the parking area at Gordon Falls as a bus turning area. He also noted that there is no tourism advantage to his buses travelling along Gordon Road and Lone Pine Avenue and that this route is utilised because it eliminates the need for buses to turn around in the Gordon Falls Reserve parking area.

Tourist buses travel along Gordon Road and Lone Pine Avenue between the hours of 10.00am and 5.00pm, 7 days a week. The buses are a mix of Trolley buses, “red” double decker buses, articulated single decker buses and more recently large 43 seater tourist coaches. As an example of the bus activity in Gordon Road/Lone Pine Avenue, 12 buses travel the route between the hours of 1.00pm – 5.00pm,

Gordon Road and Lone Pine Avenue are narrow residential streets, with the road width ranging from 4.77 metres to a maximum 7.58 metres. A bend in the road that is traversed by all buses, including the articulated bus, is only 5.13 metres in width, requiring the bus drivers to slow and then gear down to take the corner.

* * * * *

ITEM NO: 16

SUBJECT: ESTIMATED TOTAL COST OF THE BLUE MOUNTAINS CULTURAL CENTRE

FILE NO: F00088

Notice of Motion by Councillor Mays:

That a report comes to Council detailing the:

- Estimated total cost of the Blue Mountains Cultural Centre, including the total anticipated financial contribution of each stakeholder being BMCC, the NSW State Government, the Federal Government and the Coles Group; and
- Process for both managing and funding possible cost over-runs and overviews of Council's liability in this regard.

Background

The Blue Mountains Cultural Centre is a project of major significance and there is much community interest in understanding the costs associated with this project.

* * * * *

ITEM NO: 17

SUBJECT: UNOFFICIAL TRUCK STOP AT MOUNT VICTORIA

FILE NO: F00088

Notice of Motion by Councillor Mays:

That a report comes to Council detailing:

- The efforts of Council, its Local Traffic Committee and the RTA to remedy the adverse impacts caused by trucks parked on the Great Western Highway at Mt Victoria, at an unofficial truck stop adjacent to the Caltex Service Station; and
- Possible solutions and accompanying timeframes to consider for permanently solving this problem.

Background

In October 2002, Council granted consent for alterations and additions to an existing service station on the corner of Mount York Road and the Great Western Highway at Mt Victoria, to establish an integrated service station, convenience store and restaurant with on site car parking. This business is now known as the Caltex Service Station, which operates 24 hours a day on this site.

Since the site was finished some 5 years ago, trucks travelling in both directions along the GWH through Mt Victoria have stopped on the highway to access services provided by the Caltex Service Station. Trucks park in front of residential properties along the highway (adjacent to the Caltex) and the majority of drivers leave their engines idling whilst they are parked. Idling trucks remain parked in front of resident's homes for periods ranging from 15 minutes to several hours. Many drivers also take the opportunity to sleep at this unofficial truck stop and have advised residents that they need the "hum" of the engine in order to sleep! Conversely, residents are sleep deprived because of this practice.

Residents effected by the constant noise of idling engines and the garbage left behind on their verges by the truck drivers, have campaigned for 5 years to have this unofficial truck stop closed. Some residents have even sought to sell their homes and move from the area, but have been advised by local real estate agents that their properties cannot be valued because of the well known truck noise problem. This situation has effectively rendered their homes worthless.

Residents recognise the need for trucks to stop and for drivers to rest, however the location of the stopping is the problem.

* * * * *