



BUSINESS PAPER

Notice is hereby given in accordance with the *Local Government Act 1993* and *Local Government (General) Regulation 2005* of the below mentioned meeting.

Traffic Committee Meeting

Wednesday, 06 July 2022

Commencing at 9:30 AM

Shellharbour Civic Centre

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1. Attendance

Record of attendees to be taken at the meeting.

2. Acknowledgement to Country

Shellharbour City Council acknowledges the Traditional Custodians of the Dharawal Country and recognise their continued connection to the land we meet on today. We pay our respects to Elders past, present and emerging and the contribution they make to the life of this city and this region and extend our recognition to their descendants who continue to live on country.

3. Apologies / Leave of Absence

4. Confirmation of Minutes

4.1. Traffic Committee Meeting 1 June 2022

That the Minutes of the Traffic Committee Meeting held on 1 June 2022 as circulated be taken as read and confirmed as a correct record of proceedings.

5. Addresses to Traffic Committee

6. Disclosure of Interest

7. Presentations

8. Traffic Reports

8.1. Calderwood Road, Calderwood - Calderwood Christian School Linemarking and Warning Signs

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee to install BB centre linemarking along Calderwood Road, Calderwood on the approaches to the Calderwood Christian School flag crossing and upgrade warning signs along Calderwood Road.

Background

Council received a customer request from Calderwood Christian School, Calderwood, (**Attachment 1**) to review the afternoon school pickup, stating that some motorists attempt to overtake stationary vehicles waiting to turn into the Calderwood Christian School grounds in the vicinity of the flag crossing.

A site inspection was conducted on 7 June 2022 where it was revealed that the school flag crossing has no BB centre linemarking or school warning signs on the approaches to the flag crossing. **Attachment 2** illustrates the proposed BB centre linemarking and warning signs.

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Nil

Public / Social Impact

This will result in clearer warning signposting and enhanced delineation of the flag crossing to improve road safety in the vicinity of the school.

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance and Regulation
- Road Safety Officer

External

- Calderwood Christian School

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the proposed installation of 30 metres of BB centre linemarking along Calderwood Road, Calderwood on the approaches to the flag crossing and the associated warning sign upgrades along Calderwood Road, as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

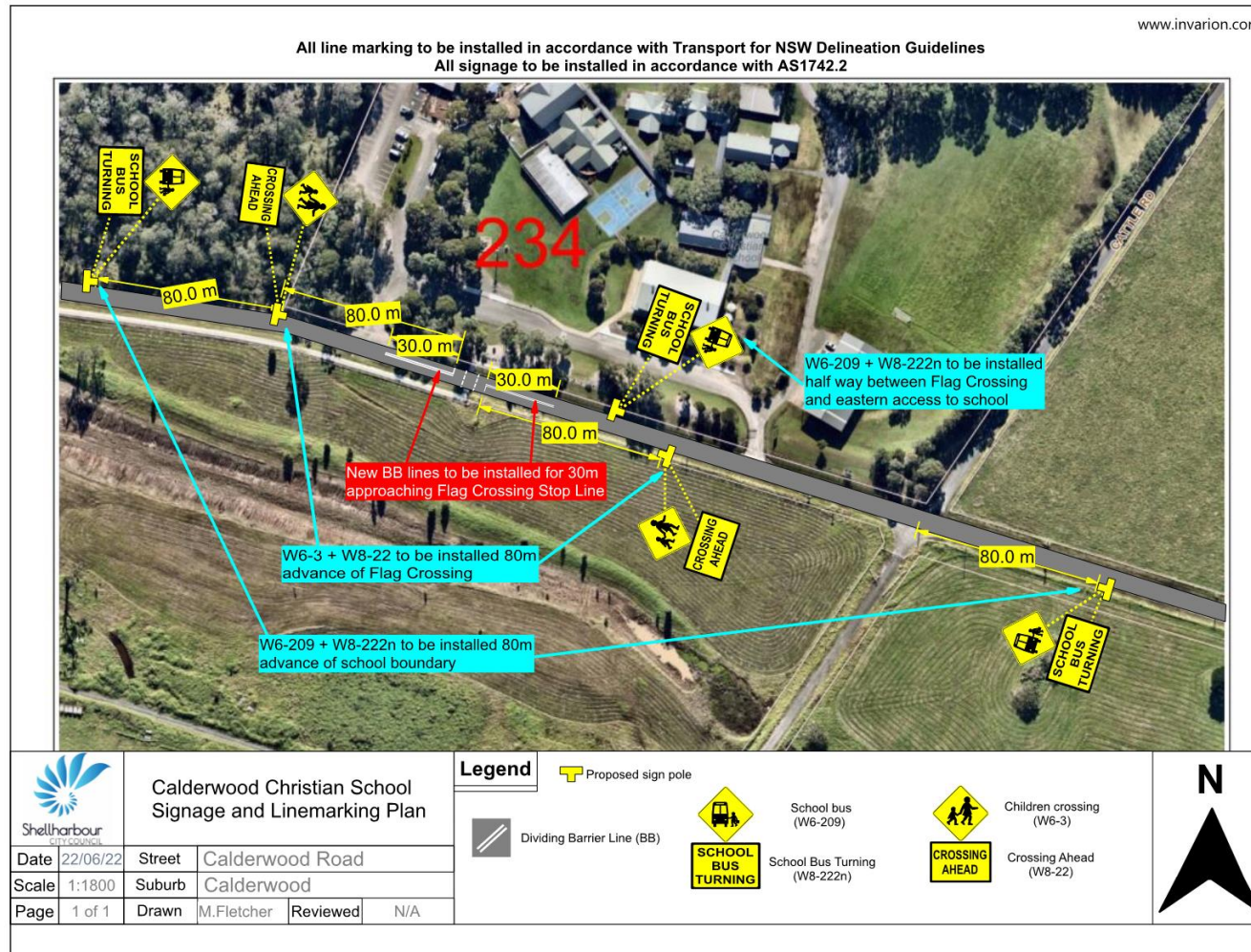
Attachments

1. Calderwood Road Locality Plan
2. Calderwood Christian School linemarking and warning sign plan

Attachment 1 - Calderwood Road Locality Plan



Attachment 2 - Calderwood Christian School linemarking and warning sign plan



8.2. Warilla Streetscape Stage 2 Car-park layout - Amendment to Approved Plans

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee for minor amendments to the signage and linemarking plan of the previously approved Warilla Streetscape Stage 2 design (as shown in **Attachment 1**).

Background

Council received a customer request regarding concerns of vehicles parking adjacent to the rear access of 111 Shellharbour Road, Warilla which restrict access to the pedestrian gate at the rear entrance into the property from the carpark.

Following an onsite investigation, it was noted that a sewer air-vent stack, which was adjacent to the previous toilet block, had not been depicted on the previously approved Streetscape Stage 2 plans. Council's Transport team noted that the sewer vent shaft, adjacent to the rear boundary of 111 Shellharbour Road, posed potential hazards for vehicles using the carpark due to its location adjacent to the proposed parallel parking.

It is recommended to install two bollards and provide an extension of the chevron linemarking (as shown in **Attachment 2**) to clearly delineate and protect the sewer vent stack. The extension of the chevron linemarking will result in the loss of two of the four car parking bays. It is also proposed to amend the remaining two car parking bays with a motorcycle parking zone (as seen in **Attachment 2**) which will accommodate eight motorcycles. This modification aims to improve access to the rear of 111 Shellharbour Road while also catering for a wider variety of transport users.

Council has also received a customer request for additional on-street mobility parking along George Street and Beverly Avenue, due to high demand for mobility parking for businesses along George Street. Council's Transport team and Project team attended an on-site meeting with the customer to ascertain the number of mobility parking required. Following discussion and endorsement from Disability Access and Inclusion Advisory Committee, it is proposed to install one non-compliant mobility parking space

along George Street and one non-compliant mobility parking space along Beverley Avenue (as shown in **Attachment 2**).

Financial / Resources Implications

Funding for the Warilla CBD carpark and streetscape upgrade is identified in the 2021/22 Deliver Program and Operational Plan. The adjustments to the signage and linemarking as described in this report are able to be funded from the project.

Legal and Policy Implications

Nil

Public / Social Impact

- Installation of eight motorcycle parking spaces in accordance with Australian Standards
- Removal of four car parking bays within the Beverley Avenue Carpark
- Installation of two non-compliant disability parking zones
- Improved delineation and signage

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network
	2.3.4	Facilitate the development of the built environment to meet community needs

Consultations

The following consultations were undertaken:

Internal

- Manager Floodplain and Transport
- Acting Engineering Technical Officer

- Project Delivery Officer

External

Warilla Local Businesses

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the amendments of the previously approved Warilla Streetscape Stage 2 designs as shown in Attachment 2.

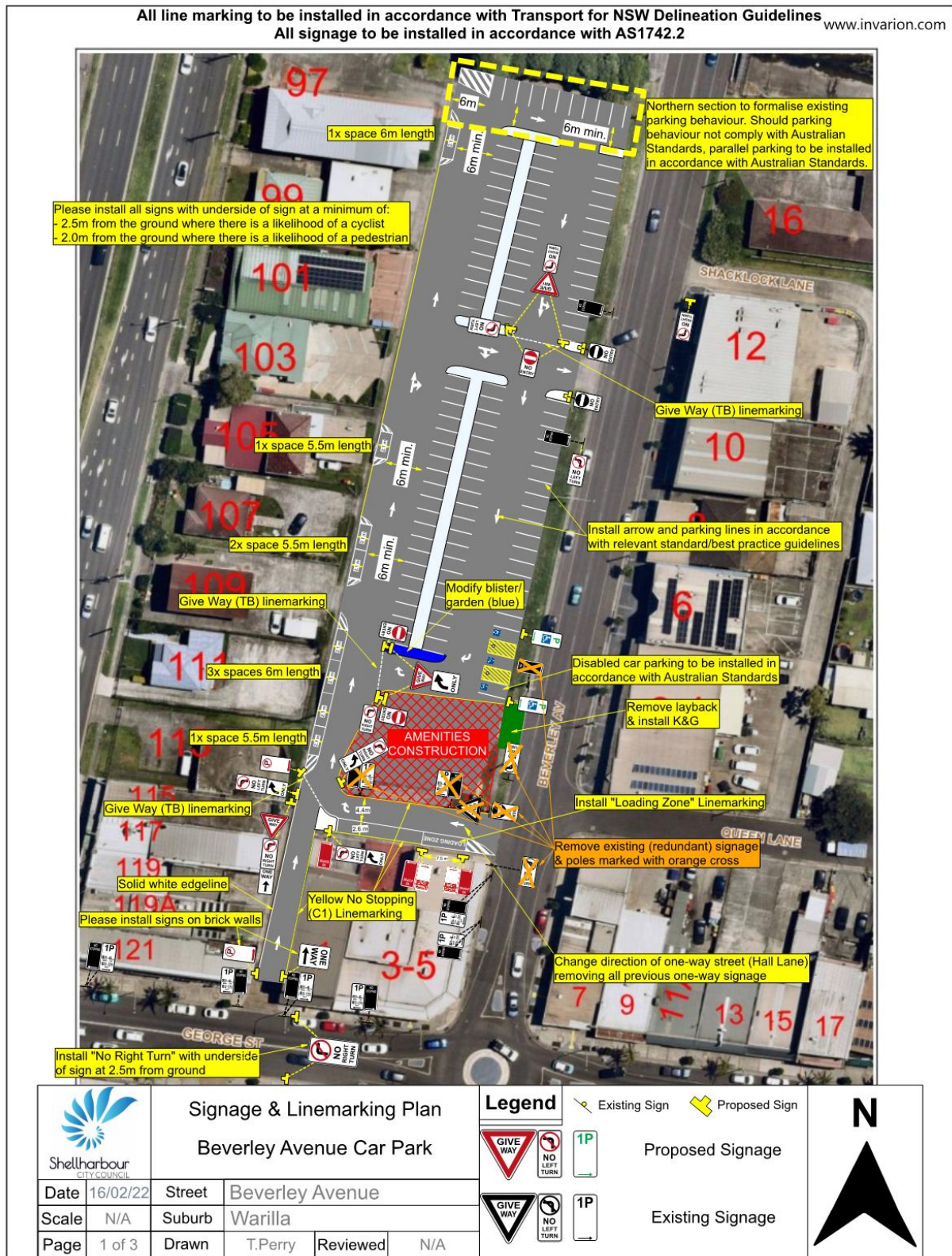
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

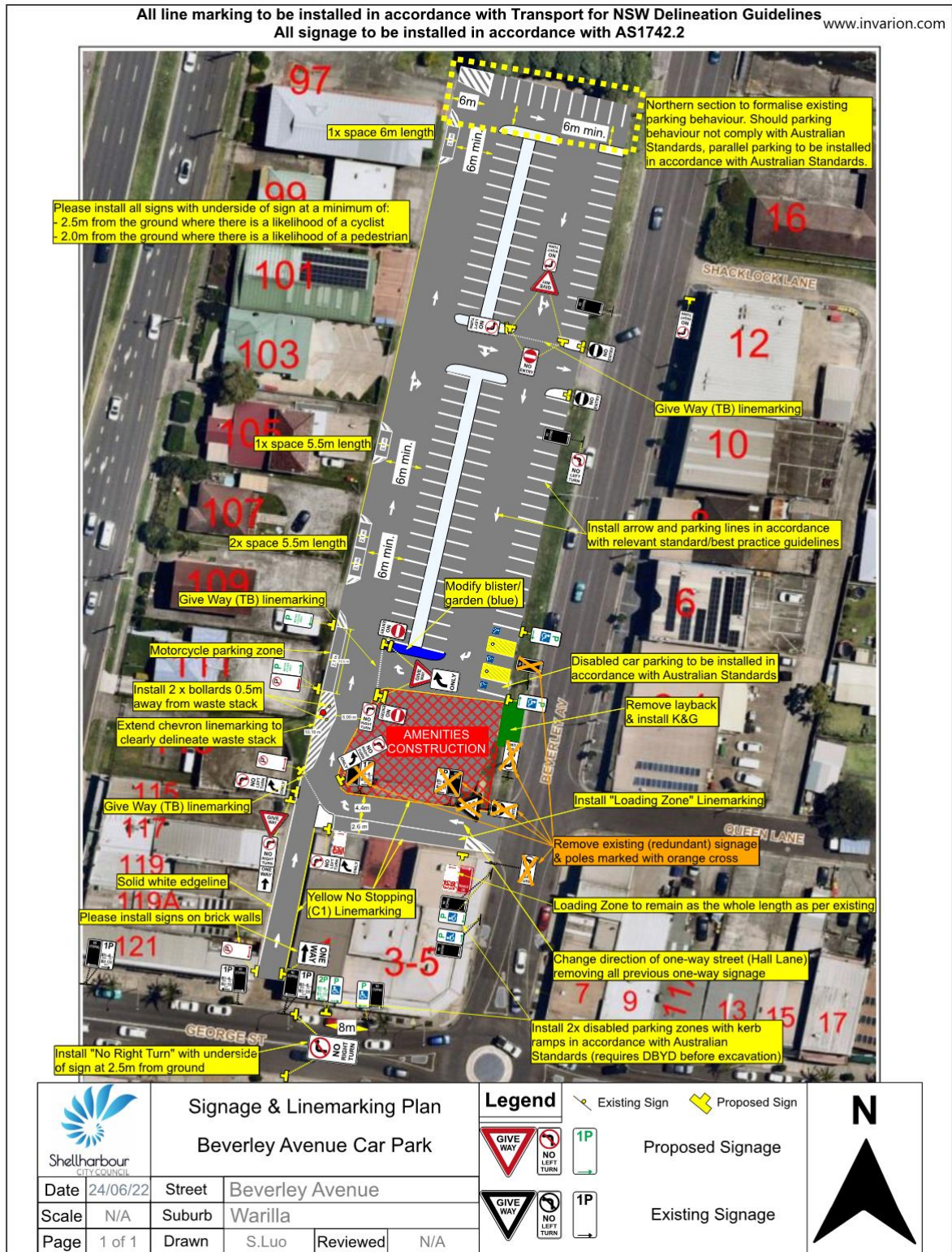
Attachments

1. Approved Signage & Linemarking Plan
2. Warilla CBD Proposed Motorcycle and Mobility Parking amendments

Attachment 1 - Approved Signage & Linemarking Plan



Attachment 2 - Warilla CBD Proposed Motorcycle and Mobility Parking amendments



8.3. Cove Boulevard, Shell Cove – Proposed Taxi Zone between Harbour Boulevard and Civic Place.

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee to remove the Taxi Zone within Wharf Parade and install a Taxi Zone within Cove Boulevard, Shell Cove, between Harbour Boulevard and Civic Place (**Attachment 1**).

Background

Council's Transport team has received a request from the Tourism Manager on behalf of the business operators of the Waterfront Dining precinct, Shell Cove, to install a Taxi Zone in the vicinity of the Shell Cove Marina precinct (shown in **Attachment 1**) as a service to their customers.

The Traffic Committee approved the installation of a Taxi Zone along Wharf Parade, Shell Cove on 3 February 2021. Since the opening of the tavern and eateries, feedback from the business operators is that this Taxi Zone is too remote from passing trade and therefore it is not well utilised by the taxi operators. Council's Senior Transport Engineer discussed this Taxi Zone with Illawarra Taxis, who advised that they would prefer a Taxi Zone to be in high profile area, such as Cove Boulevard, where potential customers could see the Taxi Zone when entering the marina precinct. This site would be available to shoppers and customers of all the businesses in the Shell Cove marina precinct. Furthermore, taxi operator's safety would be enhanced while waiting in a high profile rank in Cove Boulevard.

Attachment 2 illustrates the proposal to install a Taxi Zone for two vehicles on the southern alignment of Cove Boulevard, immediately west of the Civic Place junction. The Taxi Zone within Wharf Parade (**Attachment 3**) will be removed to allow more customer and visitor parking.

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Not Applicable

Public / Social Impact

Enhanced Taxi Service for the Shell Cove Marina

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance & Regulation
- Manager Floodplain and Transport
- Tourism Manager
- Shell Cove Operations Manager

External

- Illawarra Taxi Service
- Business operators of the Waterfront Dining precinct, Shell Cove

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve:

- 1. The installation of a Taxi Zone for two vehicles on the southern alignment of Cove Boulevard, immediately west of the Civic Place junction as shown in Attachment 2.**

2. **The Taxi Zone within Wharf Parade shown in Attachment 3 be removed to allow more kerbside parking.**

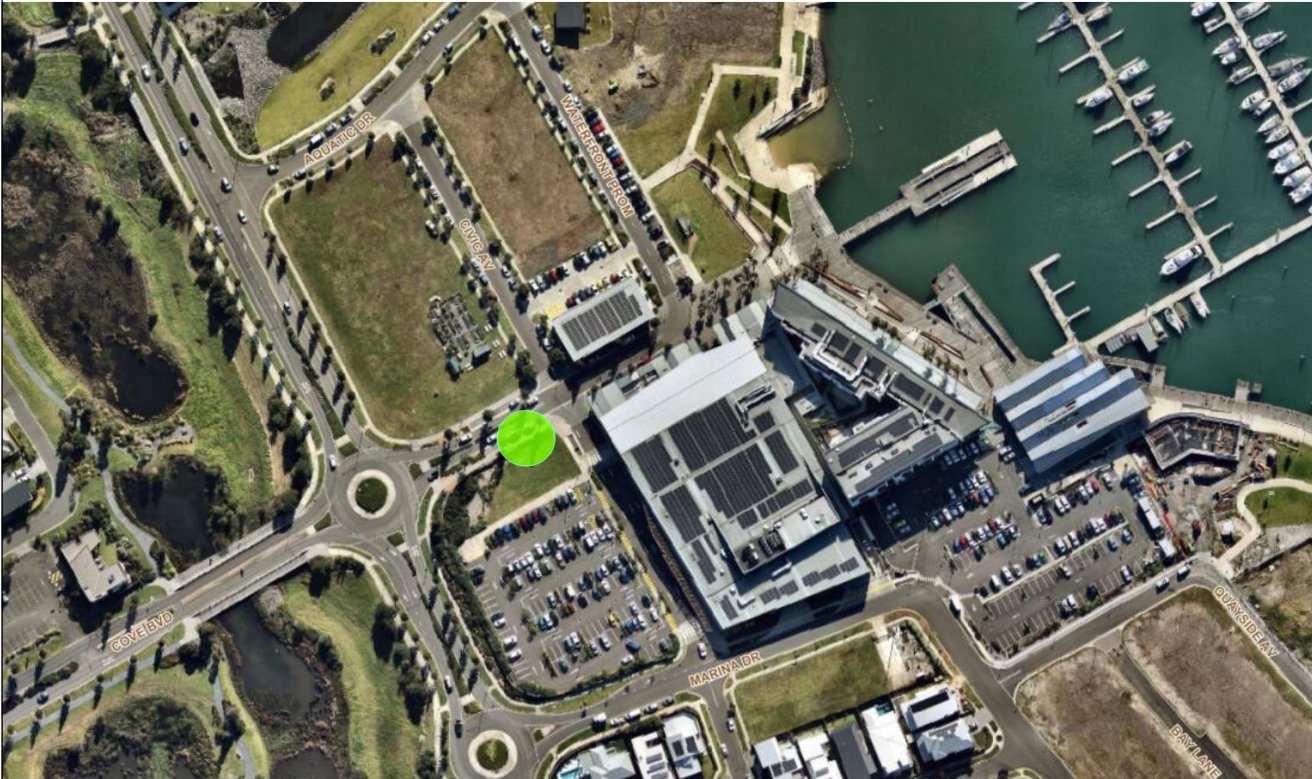
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022



Attachments

1. Locality Plan
2. Taxi Zone - Cove Boulevard Shell Cove
3. Taxi Zone to be removed

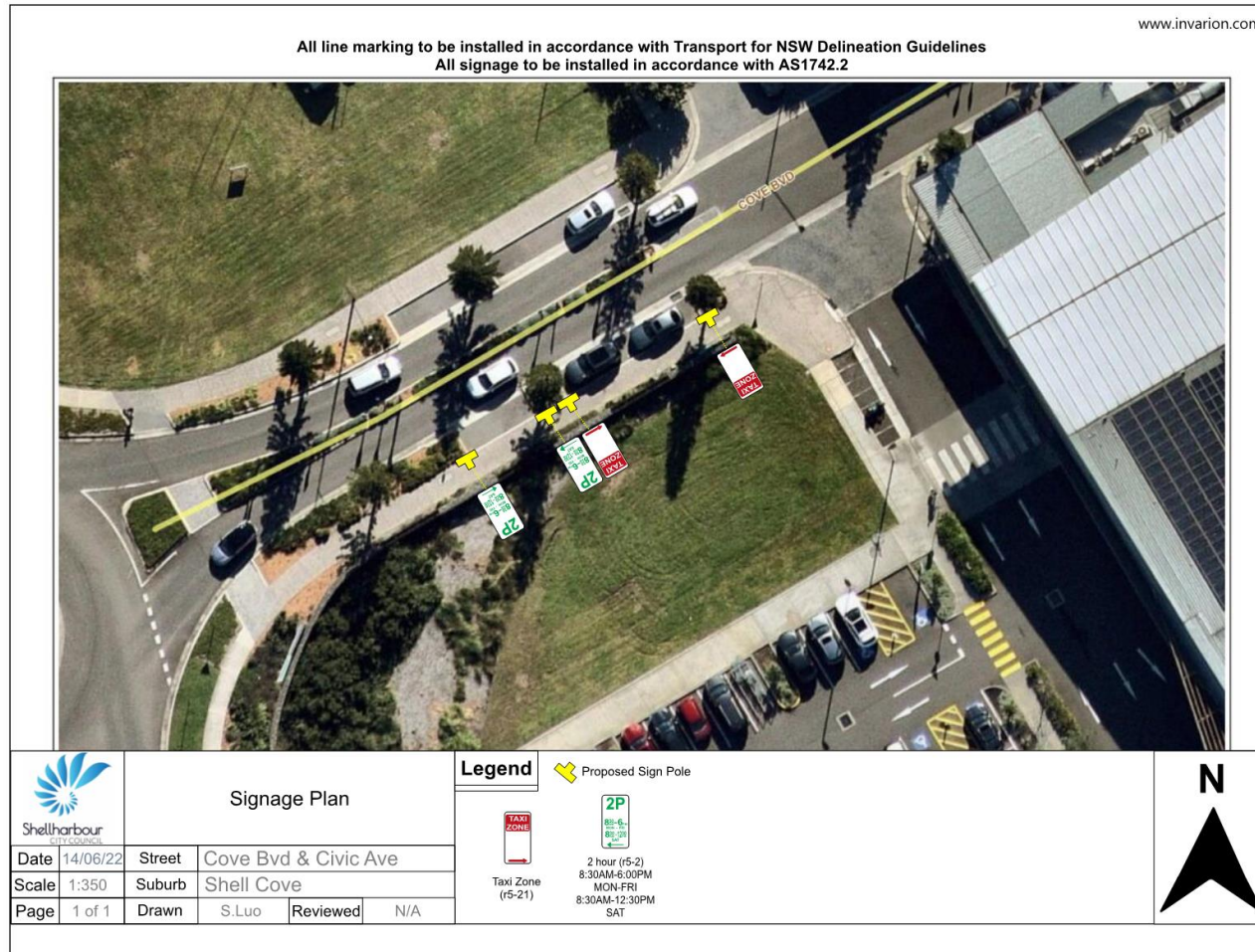
Attachment 1 - Locality plan



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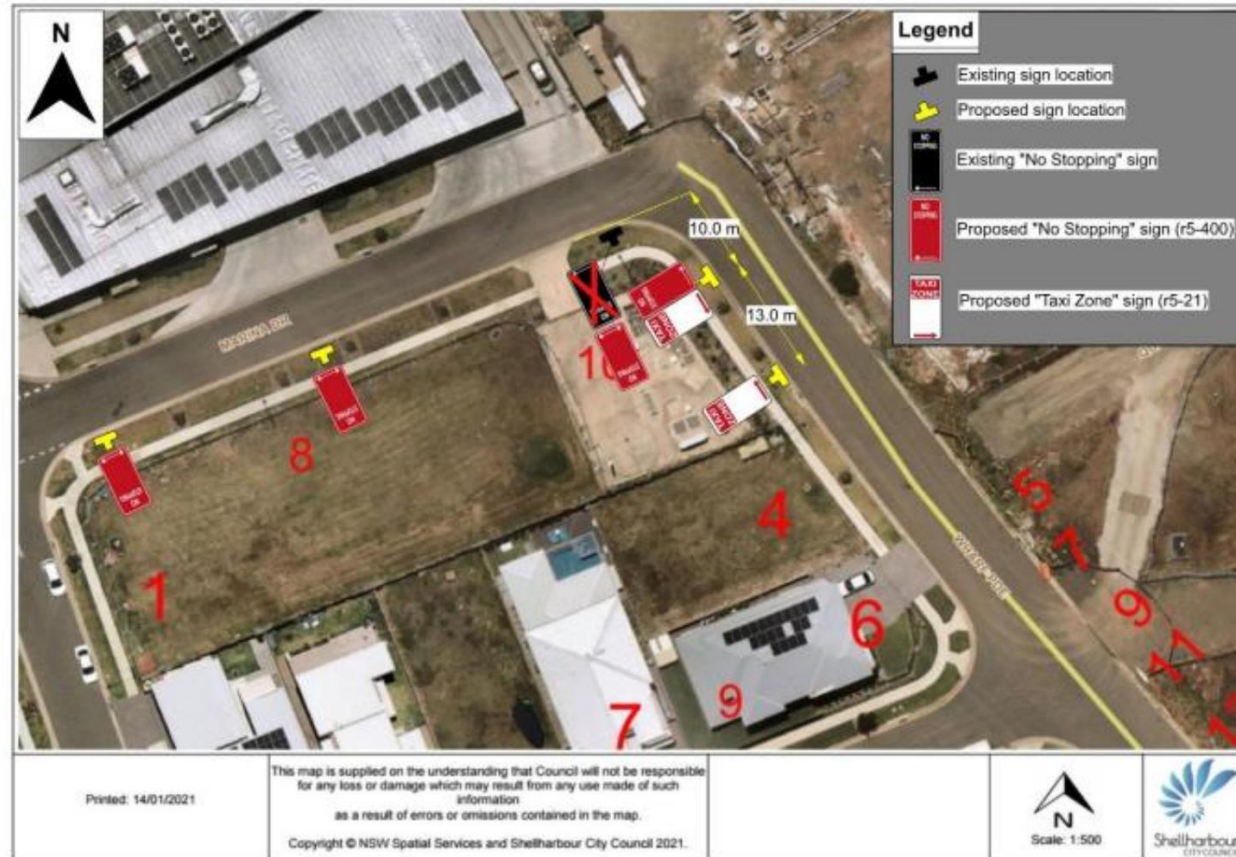
Printed: 17/06/2022	This map is supplied on the understanding that Council will not be responsible for any loss or damage which may result from any use made of such information as a result of errors or omissions contained in the map. Copyright © NSW Spacial Services and Shellharbour City Council 2022.		 Scale: 1:2000	 Shellharbour CITY COUNCIL
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Attachment 2 - Taxi Zone - Cove Boulevard Shell Cove



Attachment 3 - Taxi Zone to be removed

Attachment 3



8.4. Waterfront Promenade, Shell Cove Marina - Proposed Emergency Vehicle Parking and Authorised Council Vehicle Parking

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee to install four 'No Stopping Emergency Vehicle and Authorised Council Vehicle Excepted' spaces along Waterfront Promenade, Shell Cove (**Attachment 1**)

Background

Council has received a request from the Shell Cove Operations Manager, on behalf of Emergency Services, to provide designated parking spaces for emergency services within close proximity of the Shell Cove Marina and the Harbour Business precinct. Furthermore, the Council Services Group have also requested designated parking along Waterfront Promenade for Authorised Council Vehicles, as they are often required to carry out routine maintenance during peak periods within the Marina and the Harbour Business precinct as shown **Attachment 1**.

A proposal to convert four angle parking spaces to 'No Stopping Emergency and Authorised Council Vehicles Excepted' within Waterfront Promenade has been prepared for the Committee to consider (shown in **Attachment 2**).

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Nil

Public / Social Impact

- Enhanced Emergency Service access to the Marina when responding to emergencies.

- Enhanced Council Services during peak periods.
- Loss of 4 high demand parking spaces within the Shell Cove Marina Precinct.

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance and Regulation
- Manager Floodplain and Transport
- Tourism Manager
- Shell Cove Operations Manager

External

Nil

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the conversion of four angle parking spaces within Waterfront Promenade to 'No Stopping Emergency and Authorised Council Vehicles Excepted', as shown in Attachment 2.

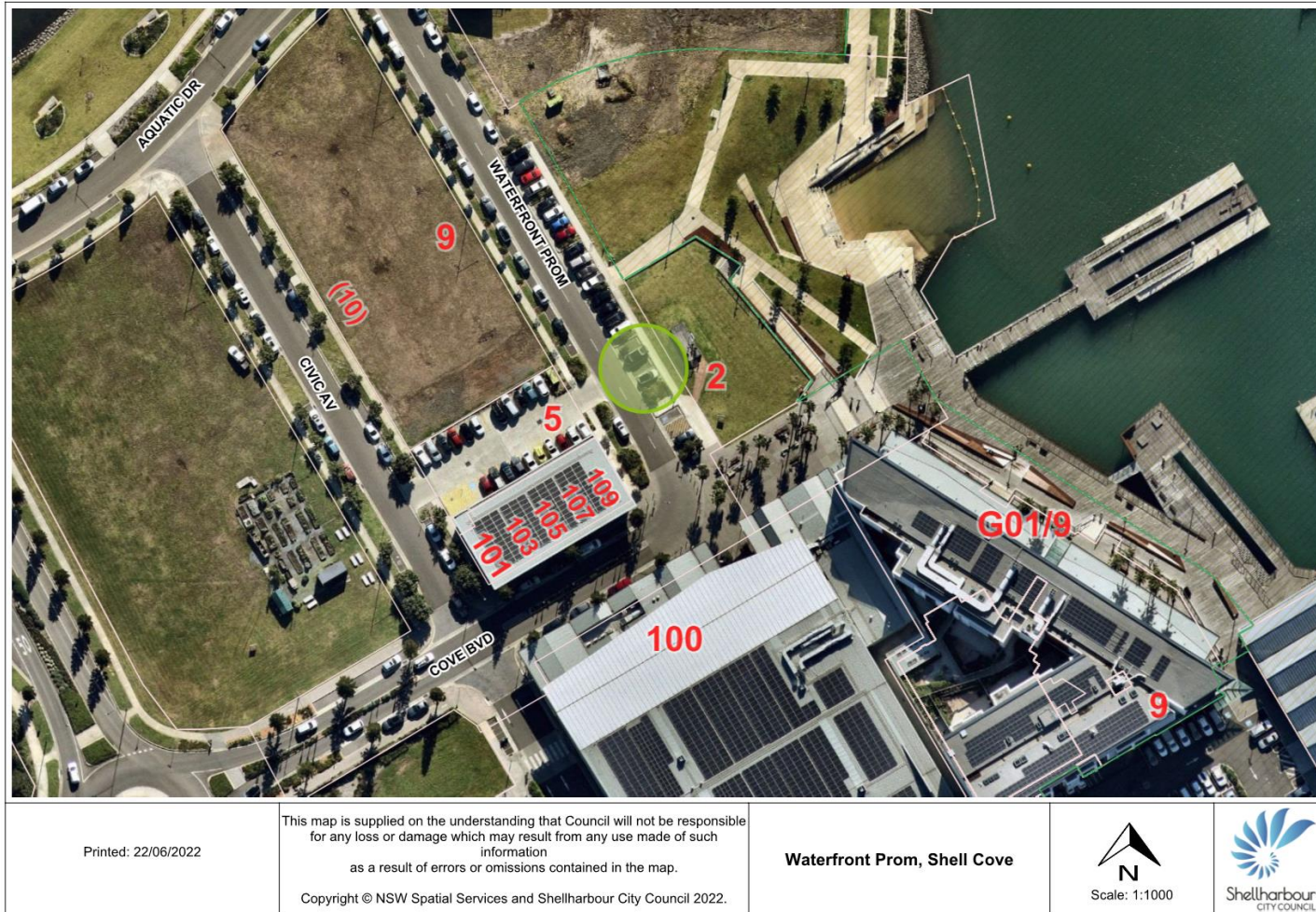
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

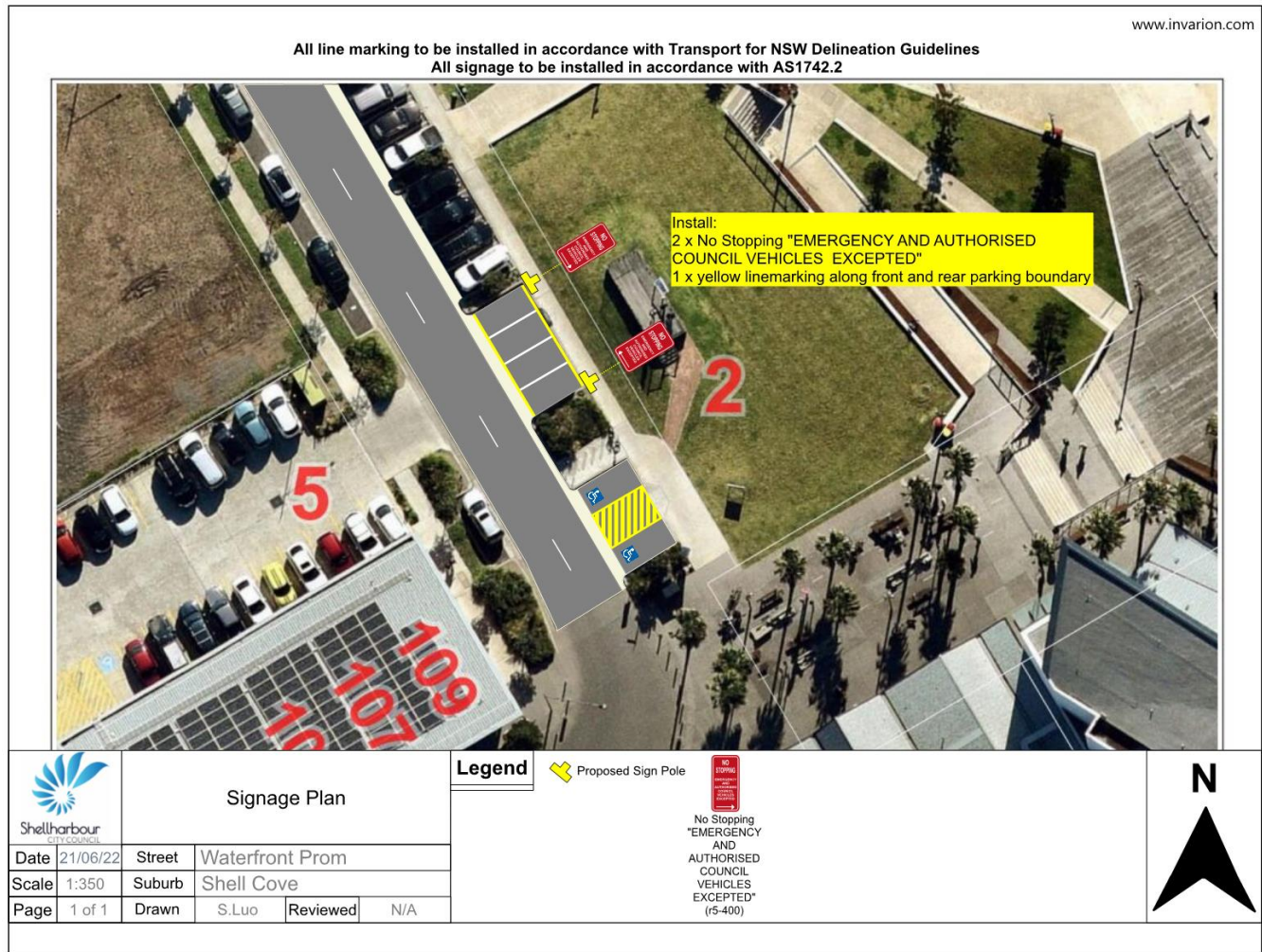
Attachments

1. Waterfront Promenade Locality Plan
2. Waterfront Promenade Signposting proposal

Attachment 1 - Waterfront Promenade Locality Plan



Attachment 2 - Waterfront Promenade Signposting proposal



8.5. Terry Street, Albion Park – Amendments to Current 2 Hour Timed Parking

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Stephanie Luo - Acting Engineering Technical Officer

Summary

The purpose of this report is to seek endorsement from the Committee to amend the current 2 hour timed parking along the frontage of the Terry Street shops as shown in **Attachment 1**.

Background

Council received a customer request from a shop proprietor seeking a review of the current timed parking to cater for those businesses that have a short term turnover of customers.

A site inspection reviewed that there are twenty two x 2 hour parking spaces (standard business times) serving four short term businesses, including three fast food outlets and a grocery store at the southern end of the complex together a coffee shop at the northern end of the complex.

A proposal to change six of the 22 parking spaces to 15 minutes (standard business times) has been discussed with the shop operators with a general agreement to convert six of these spaces to short term parking, noting the need for short term parking. During these discussions with the shop proprietors, the need to retain the remaining 2 hour parking was also considered, with a view of reducing the residual 2 hour parking to 1 hour parking (standard business times).

Council's Transport team discussed this option with the shop proprietors 14 June 2022 with the general consensus that the 2 hour parking be reduced to 1 hour parking. It should be noted that the coffee shop does not support this amendment.

Based on the feedback received it is recommended that the current 2 hour parking be amended with six x 15 minute parking spaces (standard business times) at the southern end of the car-park with the remaining 16 car parking spaces be amended from 2 to 1 hour parking (standard business times) as shown in **Attachment 2**.

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Nil

Public / Social Impact

- A more equitable use of the available parking for the majority of shops
- Road safety through reduction in conflict points at entry/exit points of carparks

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance and Regulation
- Manager Floodplain and Transport

External

- Business Owners/Proprietors Terry Street Shops

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve:

1. The conversion of six of the current twenty two x 2 hour timed parking to 15 minute parking (standard business times), as shown in Attachment 2
2. The conversion of the remaining sixteen 2 hour parking (standard business times) be amended to 1 hour parking (standard business times) along the frontage of the Terry Street shops, Albion Park, as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

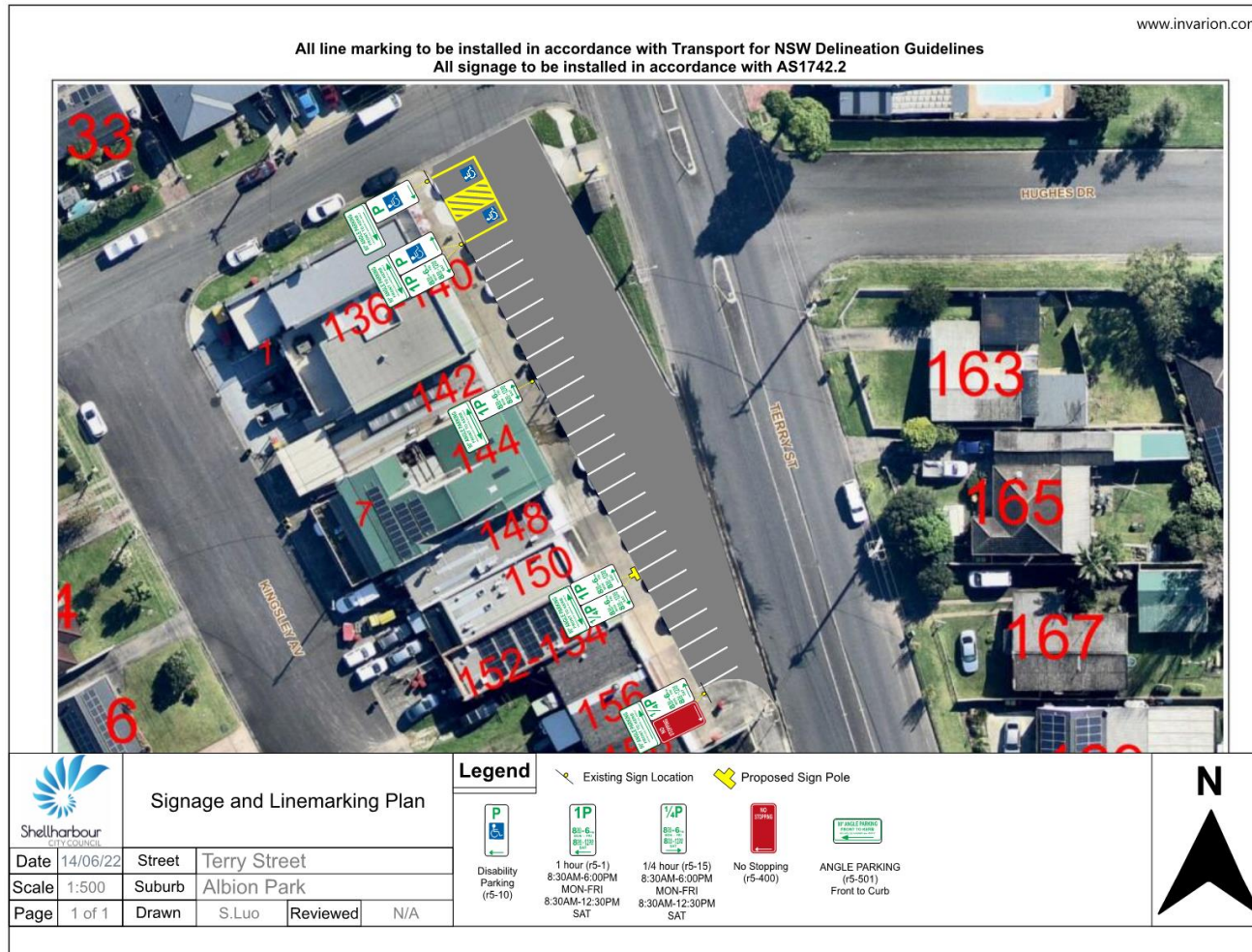
Attachments

1. Terry Street Albion Park - Locality Plan
2. Terry Street Albion Park - Proposed parking amendments

Attachment 1 - Terry Street Albion Park - Locality Plan



Attachment 2 - Terry Street Albion Park - Proposed parking amendments



8.6. Creamery Road/Windang St at Burroo Street, Albion Park Rail – Delineation of Central Median

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee to install E5 edge line marking together with T1 turn line marking on Windang Street at Burroo Street to enhance the delineation of the central median within Burroo Street.

Background

Council has received a request from Transport for NSW (TfNSW) to review the delineation of the central median within Burroo Street, Albion Park Rail (as shown in **Attachment 1**) for traffic turning from Creamery Road/Windang Street.

A site inspection was conducted on 9 June 2022 which revealed that the central median had been struck by turning vehicles, causing damage to the central median and the warning sign on the central median.

A sketch has been prepared showing a proposal to install E5 edge line marking around the central median to enhance delineation, together with a T1 turn line to guide traffic turning from Creamery Road/Windang Street into Burroo Street, Albion Park Rail (as shown in **Attachment 2**).

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Improved delineation of central median to enhance road safety.

Public / Social Impact

Nil

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.4	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance and Regulation
- Manager Floodplain and Transport
- Road Safety Officer

External

Nil

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the proposal to install E5 edge line marking around the central median to enhance delineation, together with a T1 turn line to guide traffic turning from Creamery Road/Windang Street into Burroo Street, Albion Park Rail, as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

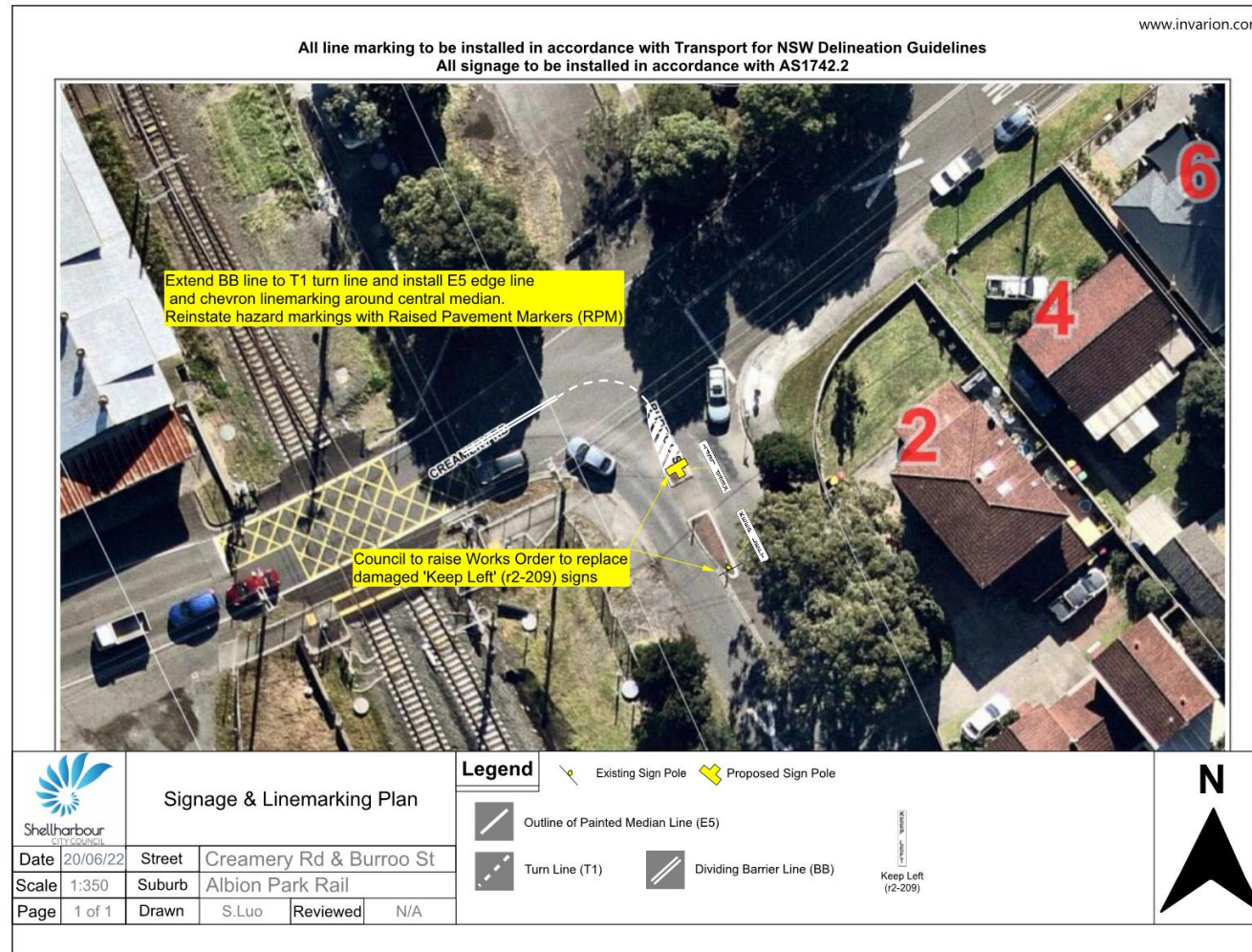
Attachments

1. Buroo Street Locality Plan
2. Creamery Road Burroo Street linemarking plan

Attachment 1 - Burroo Street Locality Plan



Attachment 2 - Creamery Road Burroo Street Albion Park Rail linemarking plan



8.7. Industrial Road at Wooroo Street Albion Park Rail – Delineation of Central Median in Industrial Road

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee to install E5 edge line marking around the central median in Industrial Road together with T1 turn line marking on Wooroo Street for traffic turning into Industrial Road, Albion Park Rail to enhance the delineation of the central median within Industrial Road.

Background

Council received a request from Transport for NSW (TfNSW) to review the delineation of the central median at Wooroo Street for traffic turning into Industrial Road, Albion Park Rail (as shown in **Attachment 1**).

A site inspection was conducted on 9 June 2022 where it was revealed that the central median had been struck by turning vehicles, causing damage to the central median and the warning sign on the central median.

A sketch has been prepared showing the proposal to install E5 edge line marking around the central median to enhance delineation, together with a T1 turn line to guide turning traffic when turning from Wooroo Street into Industrial Road, Albion Park Rail (as shown in **Attachment 2**).

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Nil

Public / Social Impact

Improved delineation of central median to enhance road safety.

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Manager Compliance and Regulation
- Manager Floodplain and Transport
- Road Safety Officer

External

Nil

Political Donations Disclosure

No Applicable

Committee Recommendation

That Council approve the proposal to install E5 edge line marking around the central median to enhance delineation, together with a T1 turn line to guide traffic turning from Wooroo Street into Industrial Road, Albion Park Rail, as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

Attachments

1. Industrial Road - Wooroo St, Albion Park Locality Plan
2. Wooroo Street and Industrial Road Albion Park Rail Linemarking Plan

Attachment 1 - Industrial Rd - Wooroo St Albion Park Rail Locality Plan



Attachment 2 - Wooroo Street Industrial Road Albion Park Rail linemarking plan



8.8. Industrial Road Oak Flats – Convert 4 Bus Stops to Bus Zones

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built and Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Stephanie Luo – Acting Engineering Technical Officer

Summary

The purpose of this report is to seek endorsement from the Committee to replace four Bus Stops with four 'Bus Zones' along, Industrial Road, Oak Flats (as shown in **Attachment 1**).

Background

Council's Transport team received a customer request regarding traffic concerns at 116-118 Industrial Road, Oak Flats, due to cars parking within the designated bus stop area being 20 metres on the approach and 10 metres on the departure of the bus stop signs, forcing bus operators to park away from designated bus stop locations. The customer also stated this also restricted sight distance for vehicles when exiting the property. Council's Compliance and Regulation team attended this location on two occasions (22 April 2022 and 23 April 2022) and reported that no vehicles were parked within vicinity of bus stop.

The surrounding area was further inspected by Council's Transport team and following a discussion with Premier Illawarra, it became apparent that bus operators were having difficulties picking up and dropping off passengers at the Bus Stop locations due to cars not observing the 20/10 rule. A review of the Bus Stops along Industrial Road has now been completed. It should be noted that the signposting of these bus zones will not result in any loss of available on-street parking. It is now proposed to signpost the Bus Stops as Bus Zones (refer to **Attachments 2, 3 & 4**).

Community consultation was undertaken during June 2022 and all consultation feedback will be verbally presented during the July 2022 meeting to ensure that an informed decision is made.

Financial / Resources Implications

If approved, works will be carried out and funded by Council.

Legal and Policy Implications

Nil

Public / Social Impact

- Clearer bus zone signage and delineation
- Possible gain of parking through improved management of on street parking along Industrial Road, Oak Flats
- Improved road safety through reduction in conflict points at entry/exit points of carparks

Link to Community Strategic Plan

This report supports the following objectives and strategies of the Community Strategic Plan:

Objective:	2.3	A city that is connected through places and spaces
Strategy:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Senior Transport Engineer
- Manager Flood and Transport
- Manager Compliance and Regulation

External

- Premier Illawarra
- Business Operators along Industrial Road in the immediate vicinity of the Bus Stops

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the installation of four 'Bus Zone' at the existing Bus Stop locations along Industrial Road, Oak Flats, as shown in Attachments 2, 3 & 4.

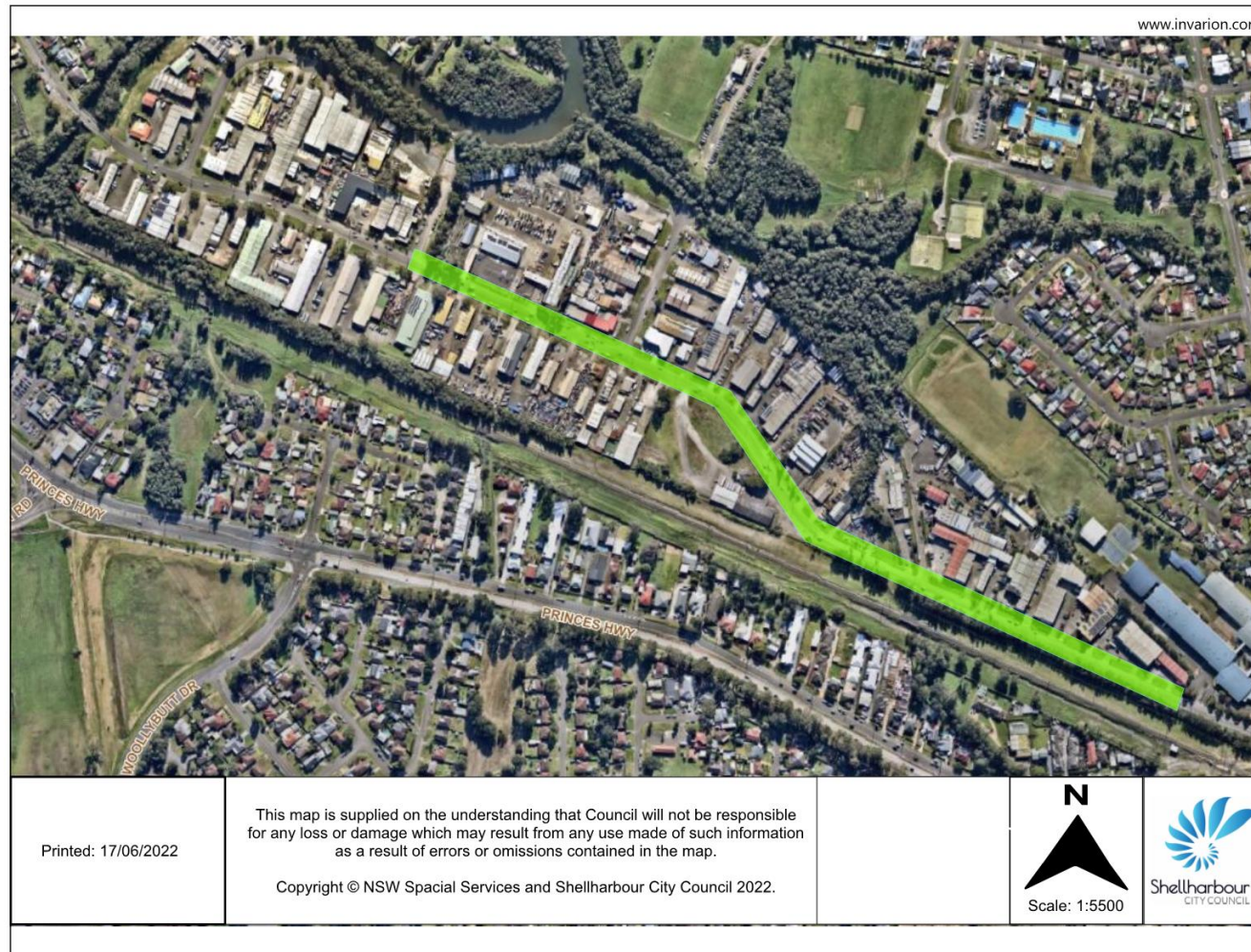
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

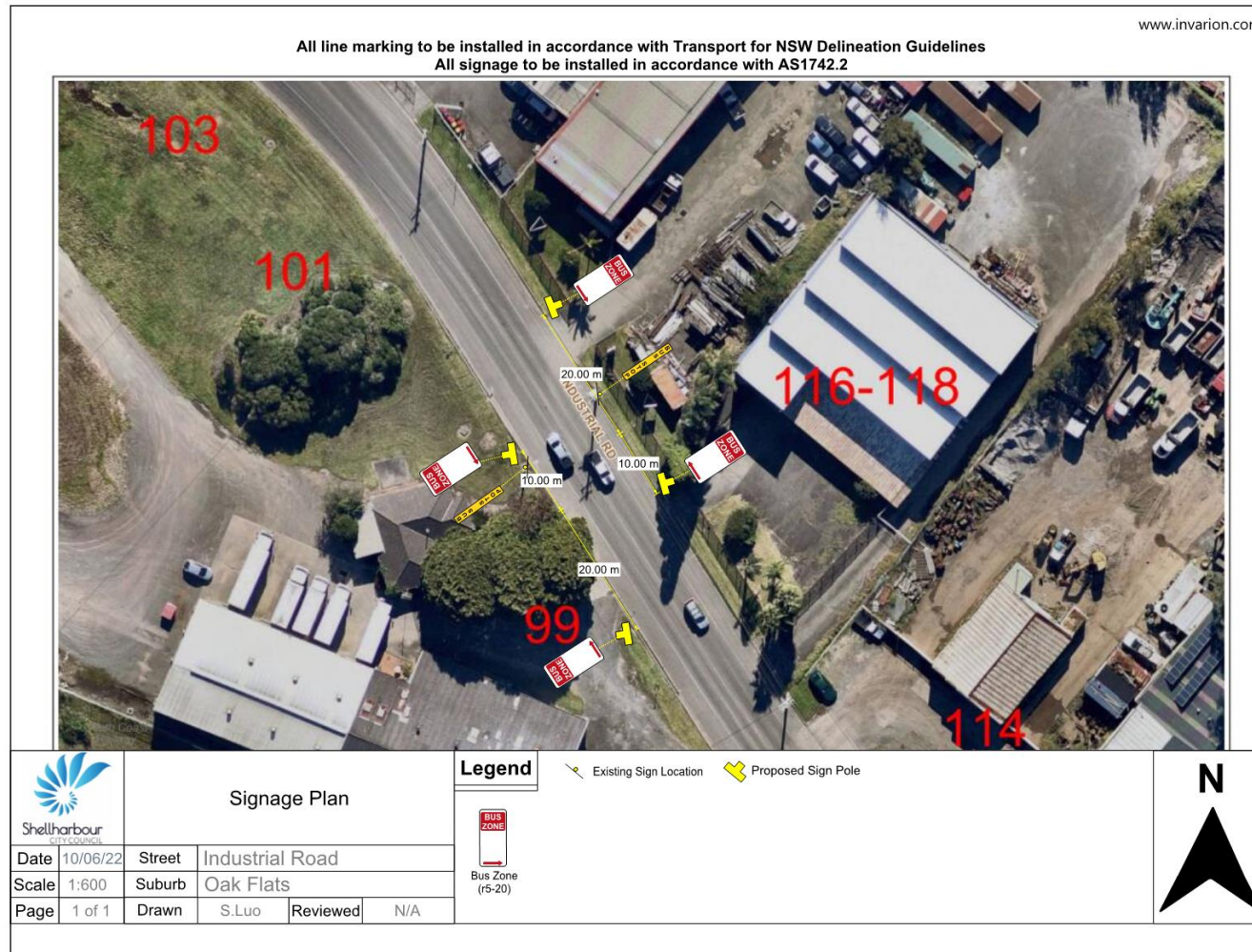
Attachments

1. Industrial Rd Bus Locality Plan
2. 99 and 116-118 Industrial Road Oak Flats
3. 102A Industrial Road Oak Flats
4. 125 Industrial Road Oak Flats

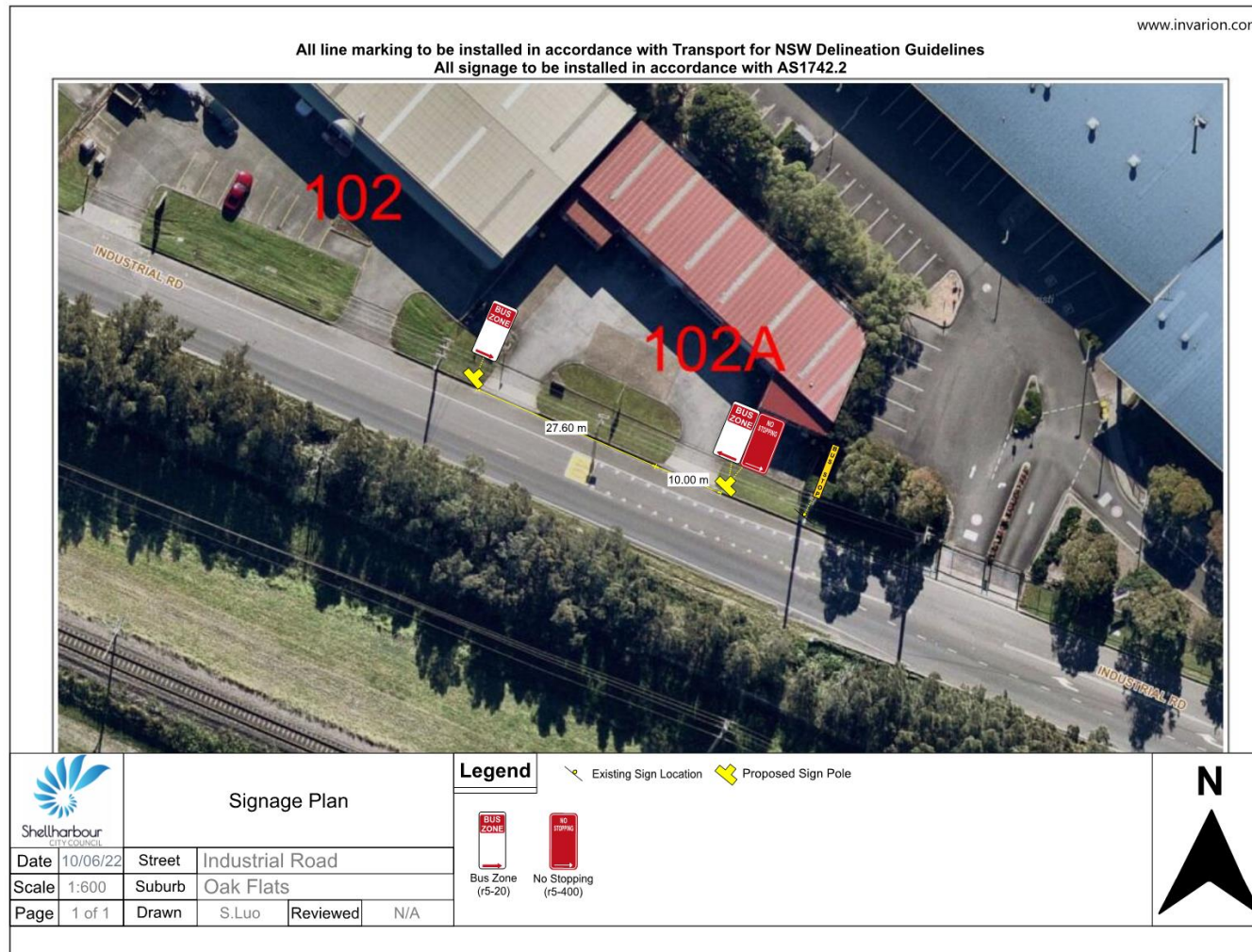
Attachment 1 - 4. Industrial Rd Bus Locality Plan



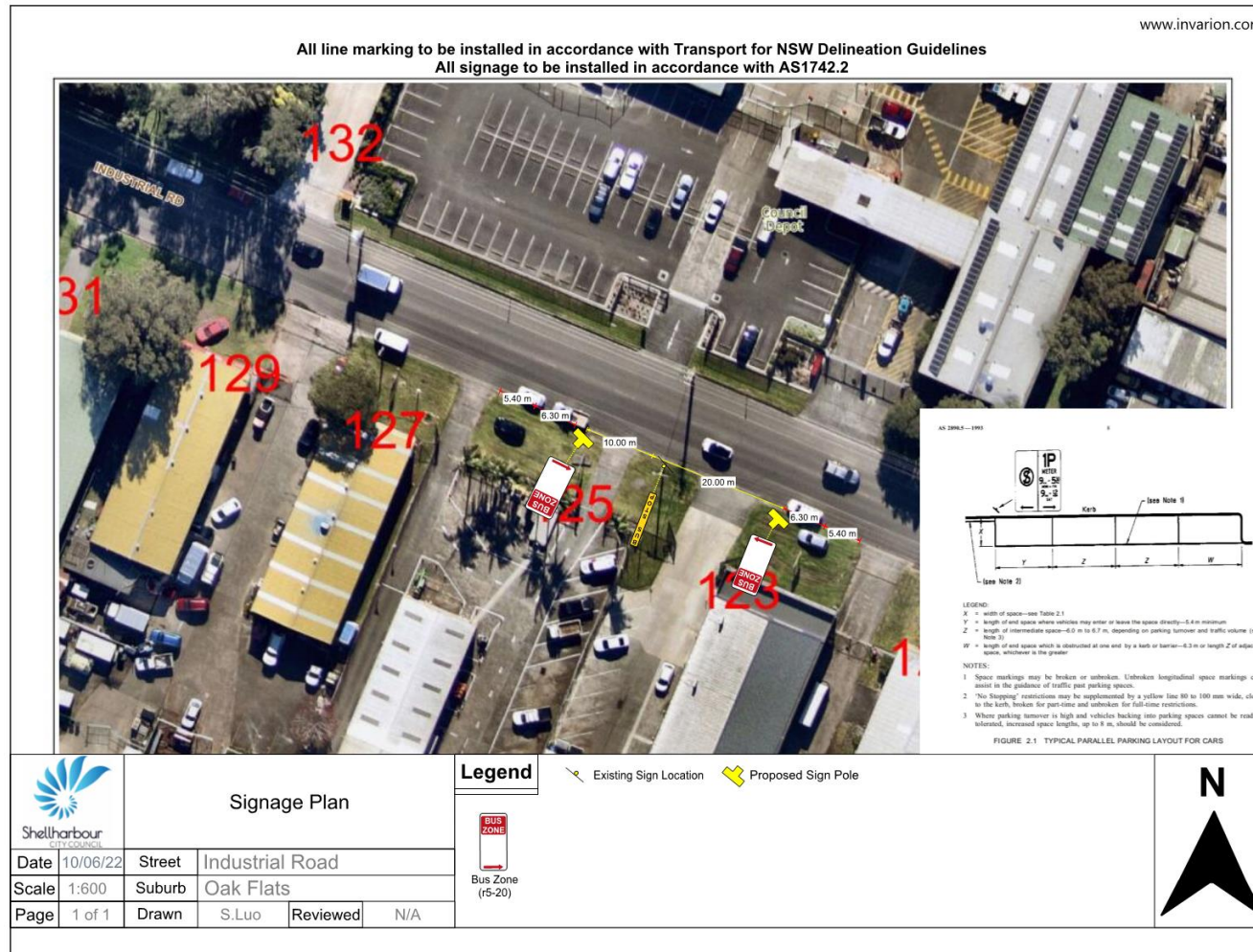
Attachment 2 - 99 116-118 Industrial Road



Attachment 3 - 102A Industrial Road Oak Flats



Attachment 4 - 125 Industrial Road Oak Flats



9. General Business

10. Items for Information

10.1. TfNSW Media Release - New Rules to Keep Buses Moving

Item for Information

Transport for NSW released a media statement on 3 June 2022 in relation to "New Rules to Keep Buses Moving" (see **Attachment 1**).

Regulatory amendments to the Road Transport (General) Regulation 2021 mean that bus zones are now a 'prescribed place' for the purposes of tow away provisions under the Act.

A grace period of two months will be in place before the regulatory change is enforced.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

Attachments

1. TfNSW Media Release - New Rules to Keep Buses Moving

Attachment 1 - TfNSW Media Release - New Rules to Keep Buses Moving**Transport for NSW Media Release**

3 JUNE 2022

NEW RULES TO KEEP BUSES MOVING

Bus drivers will get a clearer run on their bus routes following the introduction of new rules to tow vehicles illegally parked in bus zones.

Transport for NSW Deputy Secretary of Safety, Environment and Regulation, Tara McCarthy said vehicles parked in bus zones present a problem for bus drivers trying to provide a safe and timely service.

"The changes will improve passenger safety when boarding and disembarking buses. This is especially important for passengers with mobility issues, children, the elderly and parents with strollers," Ms McCarthy said.

"It will also help bus services run on time and as smoothly as possible."

Regulatory amendments to the Road Transport (General) Regulation 2021 mean that bus zones are now a 'prescribed place' for the purposes of tow away provisions under the Act.

"The new regulatory changes will also reduce operational costs when dealing with vehicles illegally left in bus zones. Previously it's taken up to six weeks to get a vehicle removed from a bus zone, even when it's unregistered," Ms McCarthy said.

In the 12 months to July 2021, there were 564 reports of vehicles parked in bus stops in NSW.

A grace period of two months will be in place before the regulatory change is enforced.

You can find more about what to do if your car is towed [here](#).

Vision of cars parked in bus zones is available [here](#).

MEDIA CONTACT

media@transport.nsw.gov.au (02) 8265 6555

OFFICIAL

10.2. Bass Point Tourist Road - Road Closure

Item for Information

As part of the Bass Point Tourist Road renewal project, the Committee was advised at its December 2021 meeting of the proposed road closure of Bass Point Tourist Road, Shell Cove, (as shown in **Attachment 1**) to allow for the construction of raised thresholds.

Following a review of traffic demand along Bass Point Tourist Road during school holiday periods, the Project Delivery team has advised that the previously approved week long road closure of Bass Point Tourist Road commencing 11 July 2022 has been moved back to 18 July 2022 - 22 July 2022 (5 days) to minimise traffic disruption and impacts to visitors during the School Holiday peak periods.

Community notification (Council media platforms and VMS strategy) will be implemented at least two weeks prior to the closures.

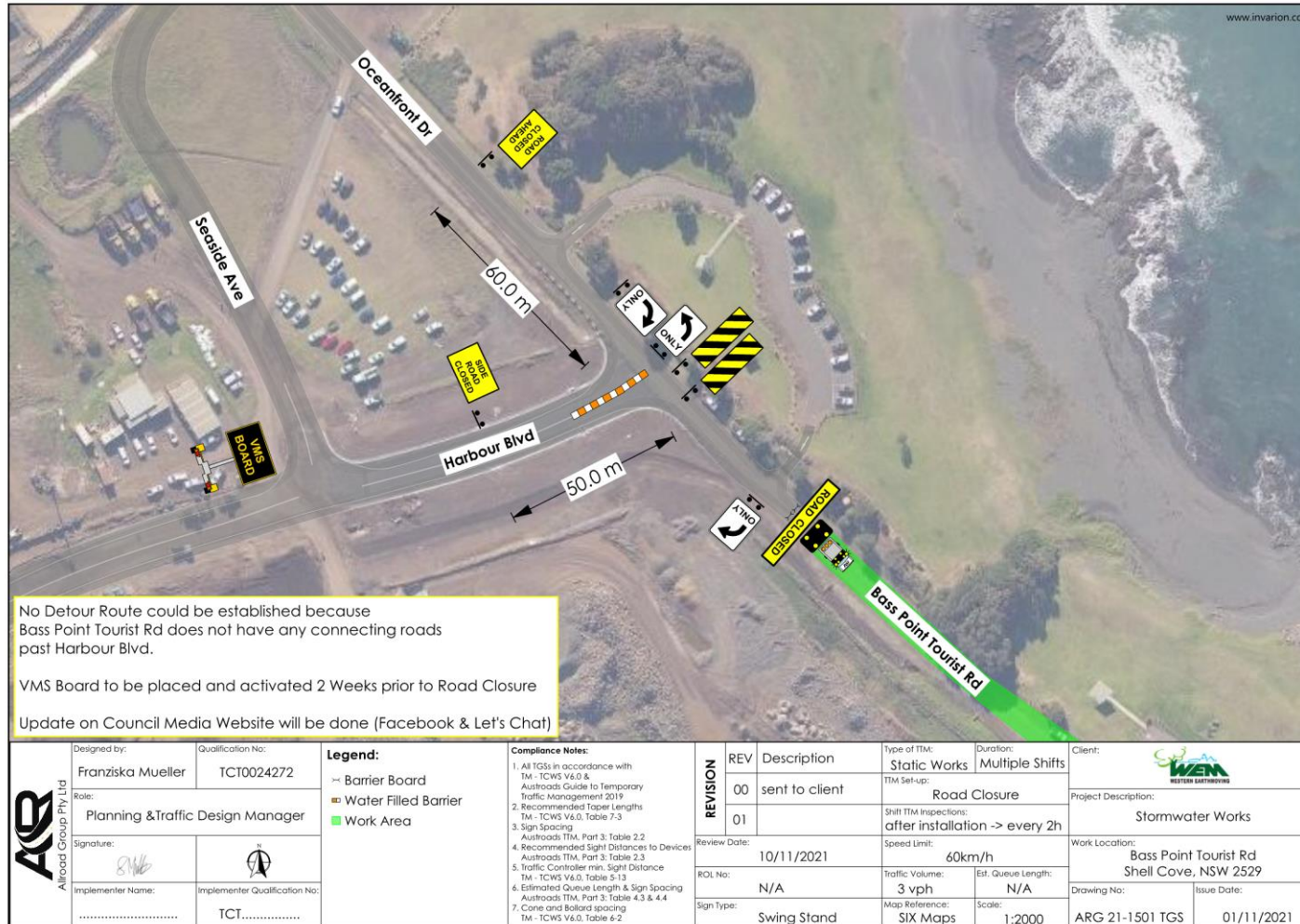
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

Attachments

1. Traffic Control Plan

Attachment 1 - Traffic Control Plan



10.3. Police Matters

Item for Information

Can Police please note the following items, raised by the community for potential future patrols:

No. of Reports	Street/Location	Suburb	Report Type
1	Madigan Boulevard	Mount Warrigal	Speeding
4	Shell Cove Boat Harbour Carpark - Harbour Boulevard	Shell Cove	Speeding, dangerous behaviour and hooning in the car park
1	Sandbar Avenue	Shell Cove	Speeding
1	Brotheridge Avenue and Bushranger Parade	Calderwood	Speeding and hooning
1	Southern Cross Boulevard	Shell Cove	Speeding, dangerous behaviour and hooning
1	Harbour Boulevard	Shell Cove	Speeding and hooning
1	Wongawilli Street	Tullimbar	Speeding
1	Deakin Street	Oak Flats	Speeding

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 July 2022

Attachments

Nil

11. Next Meeting

Date: 3 August 2022