



Traffic Committee Meeting

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.

Wednesday, 02 June 2021

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 5 May 2021

That the Minutes of the Traffic Committee Meeting held on 5 May 2021 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. Installation of Trailer Only Car Parking - Towns Street, Shellharbour

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Engineering Technical Officer

Summary

The purpose of this report is to seek approval from the Committee for the modification to existing parking restrictions and the installation of new parking restrictions at Towns Street, Shellharbour (**Attachment 1**)

Background

Council has received two (2) customer requests for the installation of "Vehicles with Trailers Only" parking spaces within the carpark at Towns Street, Shellharbour. The requests note that vehicles with trailers are finding it difficult to park due to vehicles without trailers regularly parking in the existing "Vehicles with Trailers Only" on-street parking zone at Towns Street (near the wash bay) and within the Towns Street carpark. To address the concerns raised, Council Officers have proposed reducing the existing "Vehicles with Trailers Only" parking (**Attachment 2**) and installing new "Vehicles with Trailers Only" parking zones within the carpark itself. The on-street parking will be time restricted from 9AM-5PM whereas the restrictions within the car park are Saturday, Sunday & Public Holidays. All proposed changes are illustrated in **Attachment 3**.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- Increased unrestricted on-street car parking on Towns Street, Shellharbour, through a 10m reduction to the existing "Vehicles with Trailers Only" parking zone.
- Removal of seven (7) unrestricted parking spaces within the Towns Street carpark during Saturday, Sunday & Public Holidays to reserve spaces for "Vehicles with Trailers Only".

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 Compliance & Regulation
- Road Safety Officer

External

N/A

Political Donations Disclosure

Not Applicable

Committee Recommendation**That Council:**

- 1. Approve the modification to the existing parking zone on Towns Street, Shellharbour as shown in Attachment 3.**
- 2. Approve the installation of parking restrictions in the carpark near Towns Street, Shellharbour as shown in Attachment 3.**

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

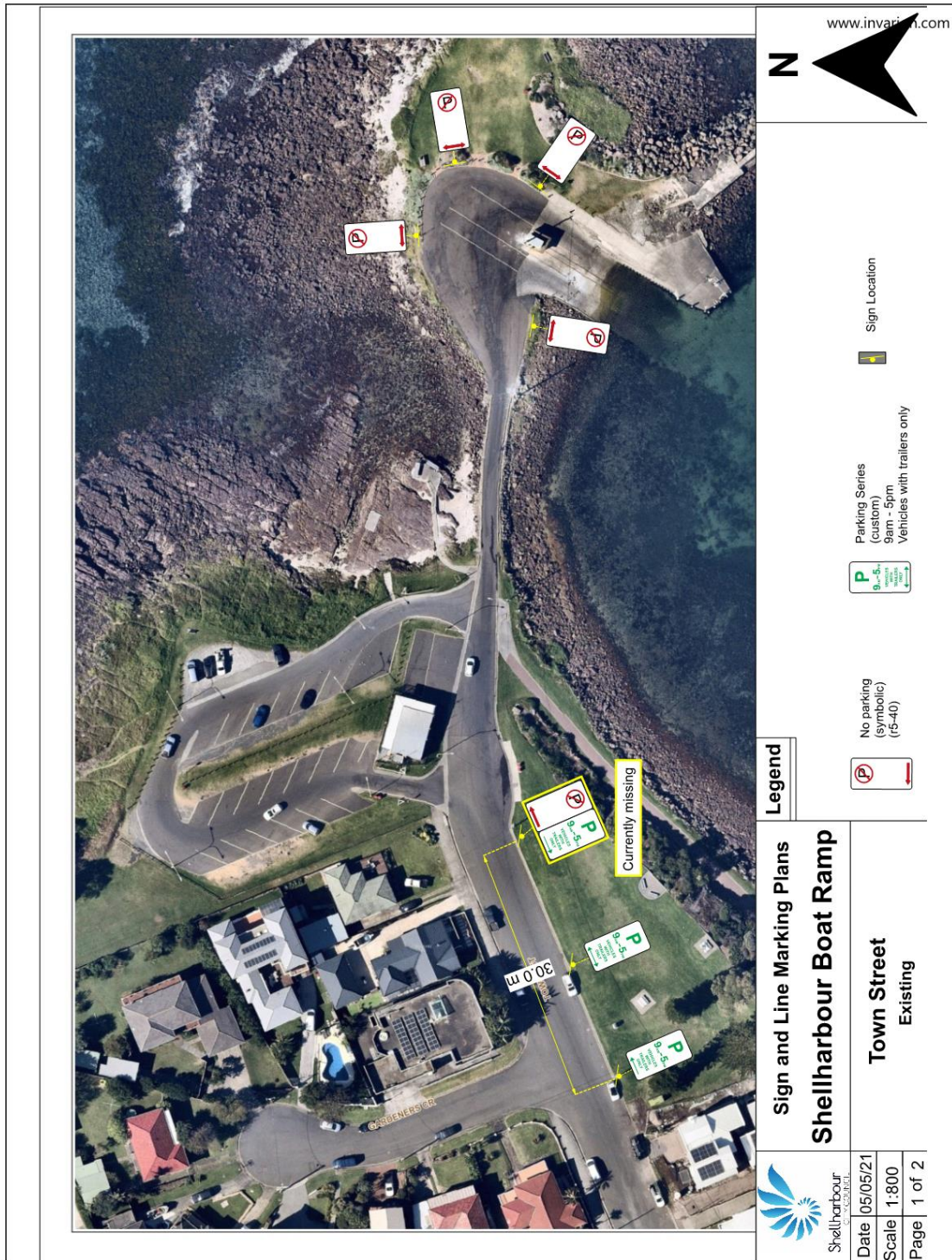
Attachments

1. Locality Plan – *Page 7*
2. Existing Parking Restrictions – *Page 8*
3. Proposed Signage Plan – *Page 9*

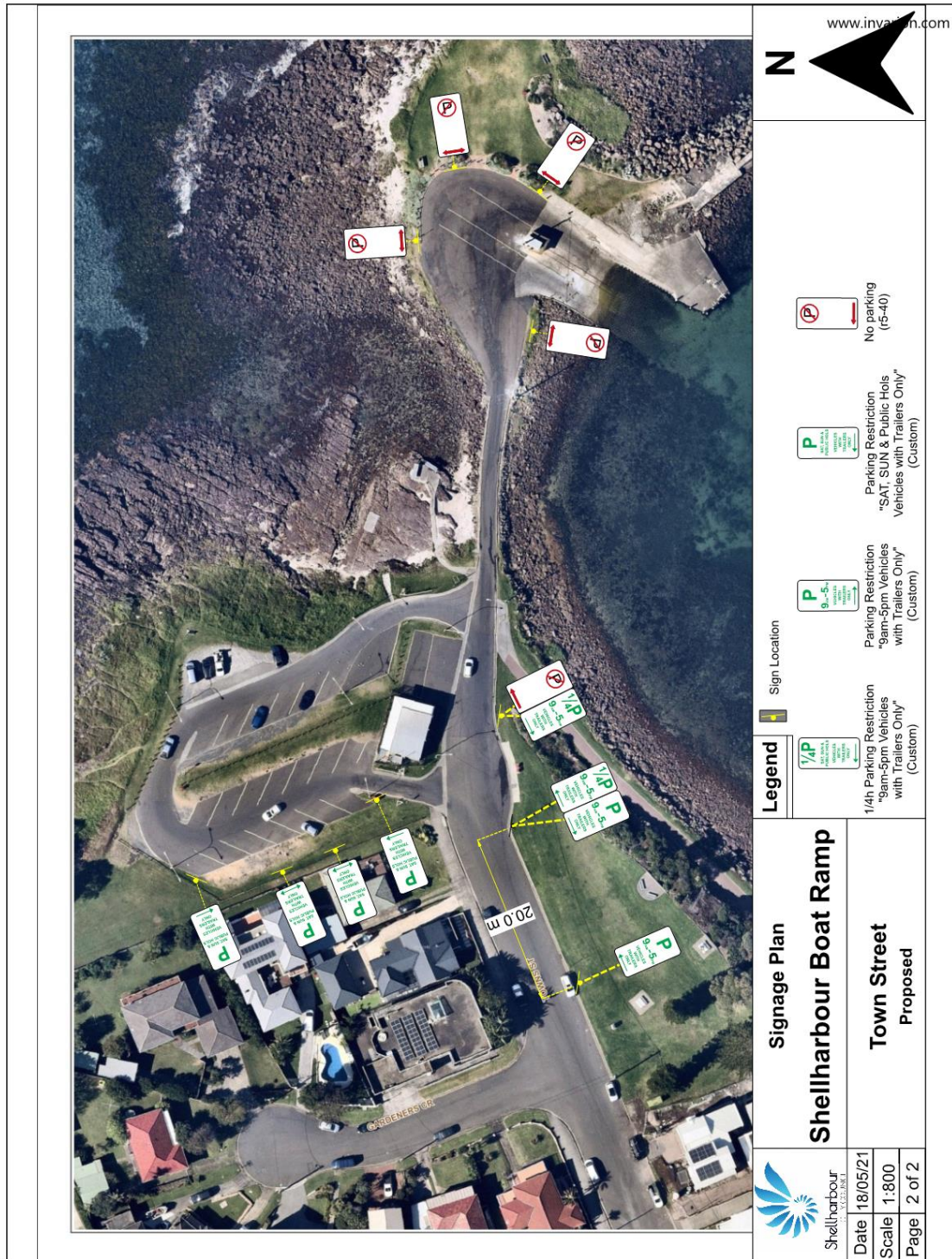
Attachment 1 - Locality Plan



Attachment 2 - Existing Parking Restrictions



Attachment 3 - Proposed Signage Plan



8.2. Installation of Double Barrier (BB) lines - Tyrrel Street, Flinders

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Engineering Technical Officer

Summary

The purpose of this report is to seek approval from the Committee for the installation of Double Barrier (BB) linemarking on the corner near 39 Tyrrel Street, Flinders (**Attachment 1**).

Background

Council has recently been made aware of a potential road safety hazard due to sight distance issues and motorists driving on the incorrect side of the road (cutting the corner) near 39 Tyrrel Street, Flinders. To address these potential road safety issues, it is proposed that Double Barrier (BB) lines (as shown in **Attachment 2**) are installed to restrict parking and subsequently improve traffic conditions in the area. Should the BB lines be installed, NSW Road Rules 132(2) & 208(6) will be enforceable henceforth. These NSW Road Rules refer to keeping to the left of the centre of a road or the dividing line and parallel parking on a road near a continuous dividing line or a dividing strip.

At the time of writing this report, a letterbox drop has been sent to residents in close proximity to the proposed changes on 13 May 2021 as part of the Floodplain & Transport team's standard community consultation. A verbal update on the feedback and any submissions received will be presented to the Shellharbour Traffic Committee on 2 June 2021 to ensure that an informed decision can be made by the Committee.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- Improved road safety through NSW Road Rules 132(2) & 208(6) being enforceable henceforth.
- Loss of approximately 15m of on-street parking on a sharp corner.

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 Compliance & Regulation
- Road Safety Officer

External

- Letterbox drop to residents in close proximity to the proposal

Political Donations Disclosure

Not Applicable

Committee Recommendation**That Council:**

1. Approve the installation of Double Barrier (BB) linemarking on the corner near 39 Tyrrel Street, Flinders as shown in Attachment 2.

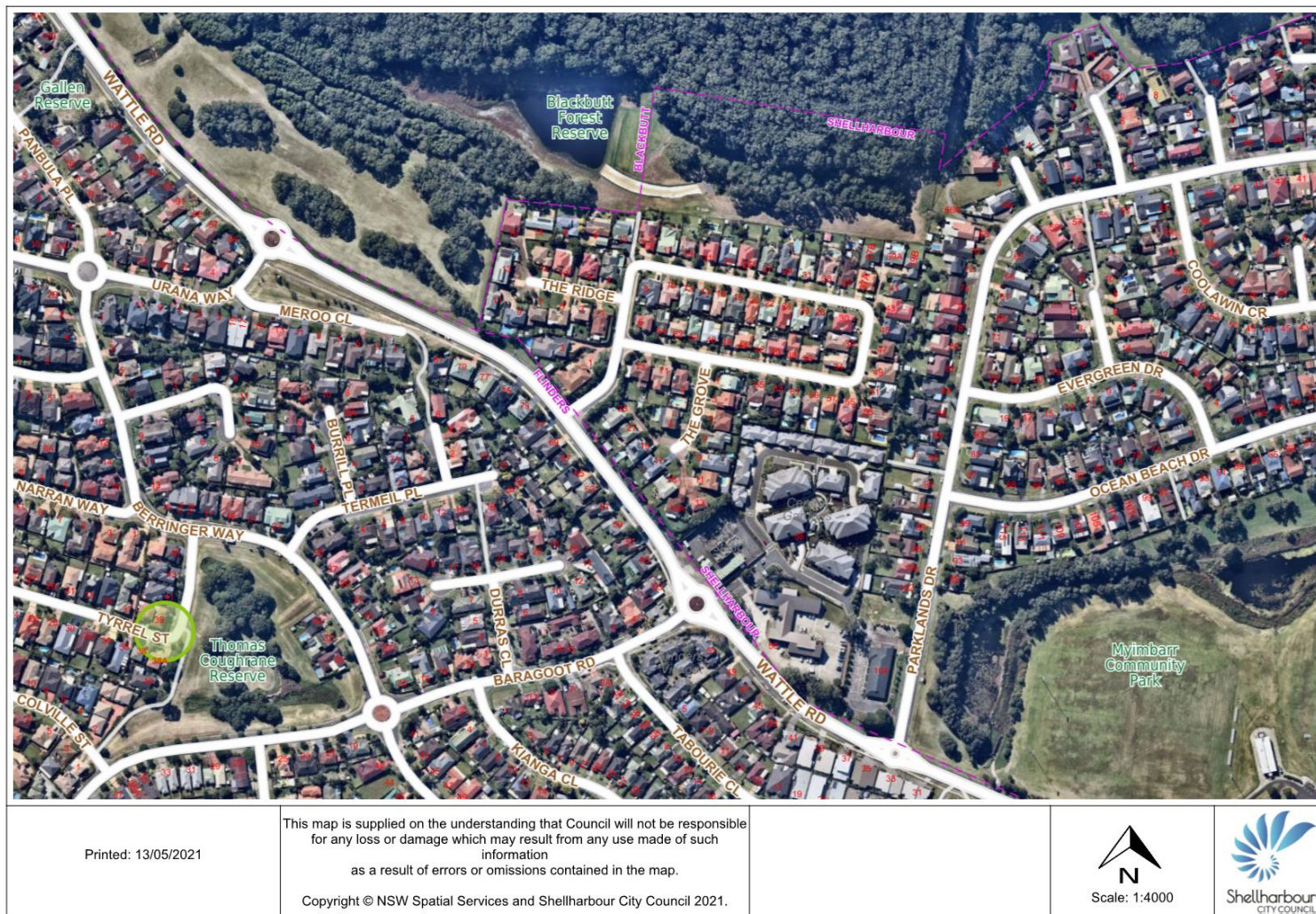
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

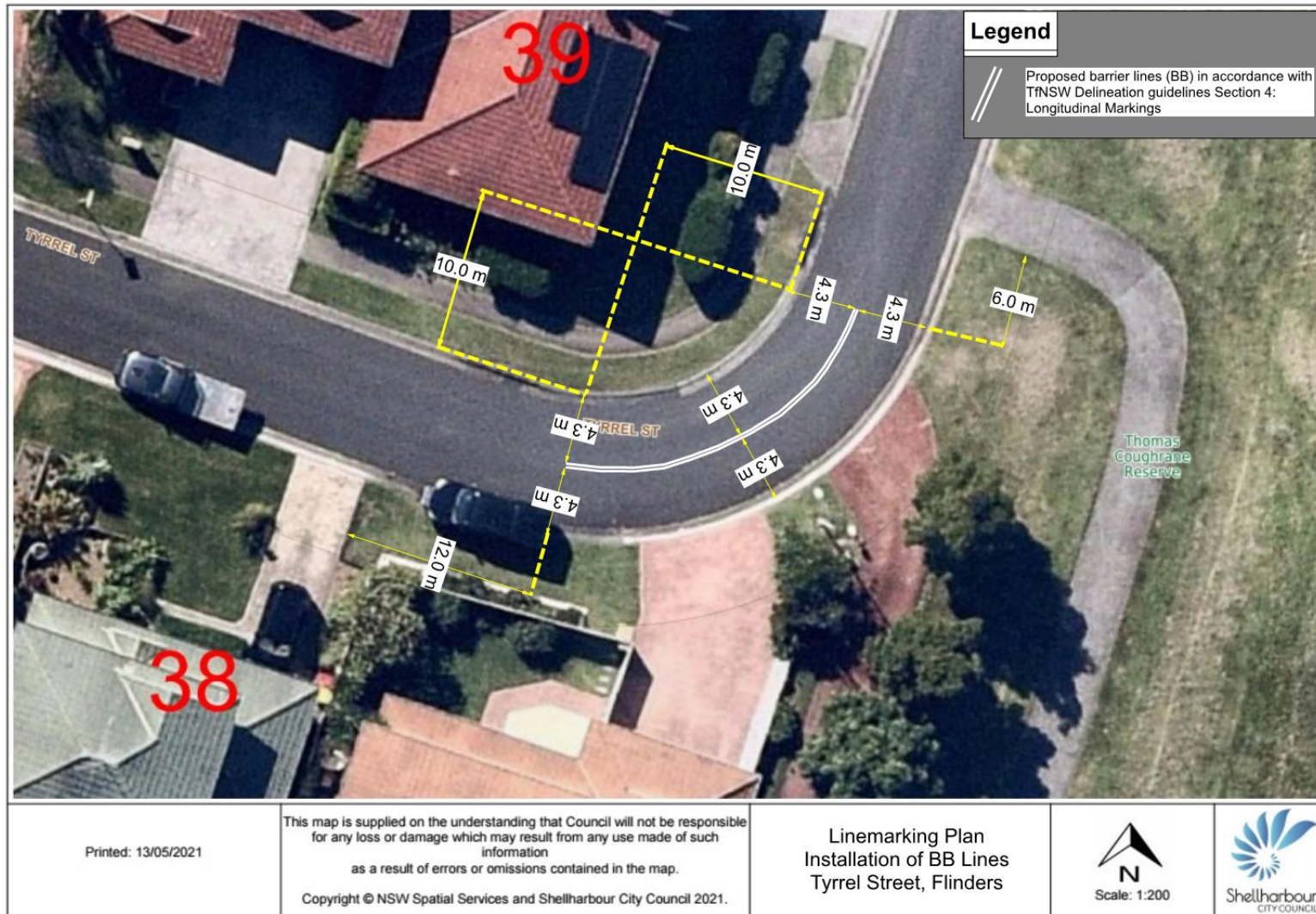
Attachments

1. Locality Plan – *Page 13*
2. Linemarking Plan – *Page 14*

Attachment 1 - Locality Plan



Attachment 2 - Linemarking Plan



8.3. Installation of 'No Stopping; Signs - Harbour Boulevard, Shell Cove

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Engineering Technical Officer

Summary

The purpose of this report is to seek approval from the Committee for the installation of a 'No Stopping' zone at Harbour Boulevard, Shell Cove (**Attachment 1**).

Background

Council received a customer request regarding the installation of a blister and refuge treatment, raising concerns of pedestrian crossing safety at two crossing points on Harbour Boulevard, Shell Cove. One crossing point is located near the Warrigal Care facility with the other at the intersection of The Promontory Drive, Shell Cove. Council Officers reviewed the concerns raised and committed to monitoring these crossing points with a view of reviewing the crossing points at these locations as the Shell Cove area continues to grow. Further, Council Officers highlighted that these sites are not considered to be a high priority when assessing against other projects across the Shellharbour Local Government Area at this point in time and any potential upgrades will subsequently be considered against other projects as part of Council's standard budgeting process.

However, as an interim measure, it is proposed that 'No Stopping' signs (**Attachment 2**) be installed on Harbour Boulevard at the crossing location at the junction of The Promontory Drive to improve pedestrian sight distance and ensure consistency with similar crossing points already on Harbour Boulevard, Shell Cove. Please note, the Shellharbour Traffic Committee approved a 'No Stopping' zone at the crossing point near the Warrigal Care Facility at the 5 August 2020 meeting.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

Improves sight distance at pedestrian crossing points.

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 Compliance & Regulation
- Road Safety Officer

External

Nil

Political Donations Disclosure

Not Applicable

Committee Recommendation**That Council:**

1. Approve the installation of a 'No Stopping' zone at Harbour Boulevard, Shell Cove as shown in Attachment 2.

Approved By



Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

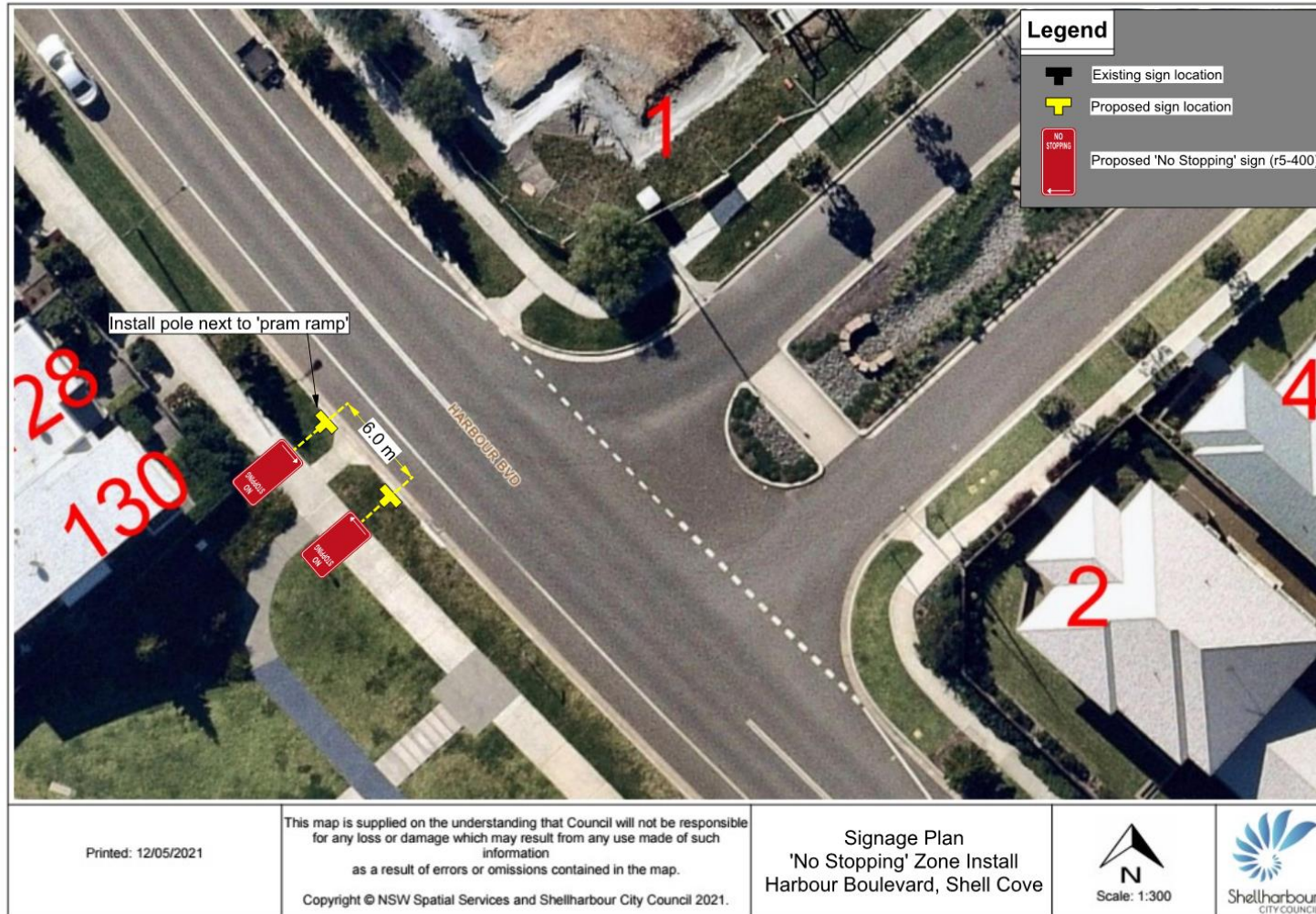
1. Locality Plan – *Page 18*
2. Signage Plan – *Page 19*

Attachment 1 - Locality Plan



<p>Printed: 12/05/2021</p>	<p>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 Spatial Services and Shellharbour City Council 2021.</p>		 <p>Scale: 1:2500</p>	 <p>Shellharbour CITY COUNCIL</p>
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Attachment 2 - Signage Plan



8.4. Installation of Disability Parking Space - Exeter Place, Tullimbar

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Engineering Technical Officer

Summary

The purpose of this report is to seek approval from the Committee for the installation of an additional disability car parking space at Exeter Place, Tullimbar (**Attachment 1**).

Background

Council has received three (3) customer requests for the installation of an additional disability car parking space near Tullimbar Public School. Several students currently attend the Spectrum Support unit at Tullimbar Public School and it is considered that an additional disability car parking space will greatly assist the school community. It is proposed that an additional disability car parking space, shared area and associated bollard be installed in accordance with relevant Australian Standards as shown in **Attachment 2**. Council Officers have undertaken an assessment on the existing ramp adjacent to the existing disability car parking space finding that the grade is already compliant with Australian Standards. The Principal of Tullimbar Public School has been consulted and supports the proposed installation.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

Addition of one disabled car parking space with the removal of one time restricted (1/2P) zone.

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
- Road Safety Officer
- Manager Compliance & Regulation
- Community Development Officer - Access and Participation

External

- Principal Tullimbar Public School

Political Donations Disclosure

Not Applicable

Committee Recommendation**That Council:**

1. Approve the installation of an additional disability car parking space at Exeter Place, Tullimbar as shown in Attachment 2.

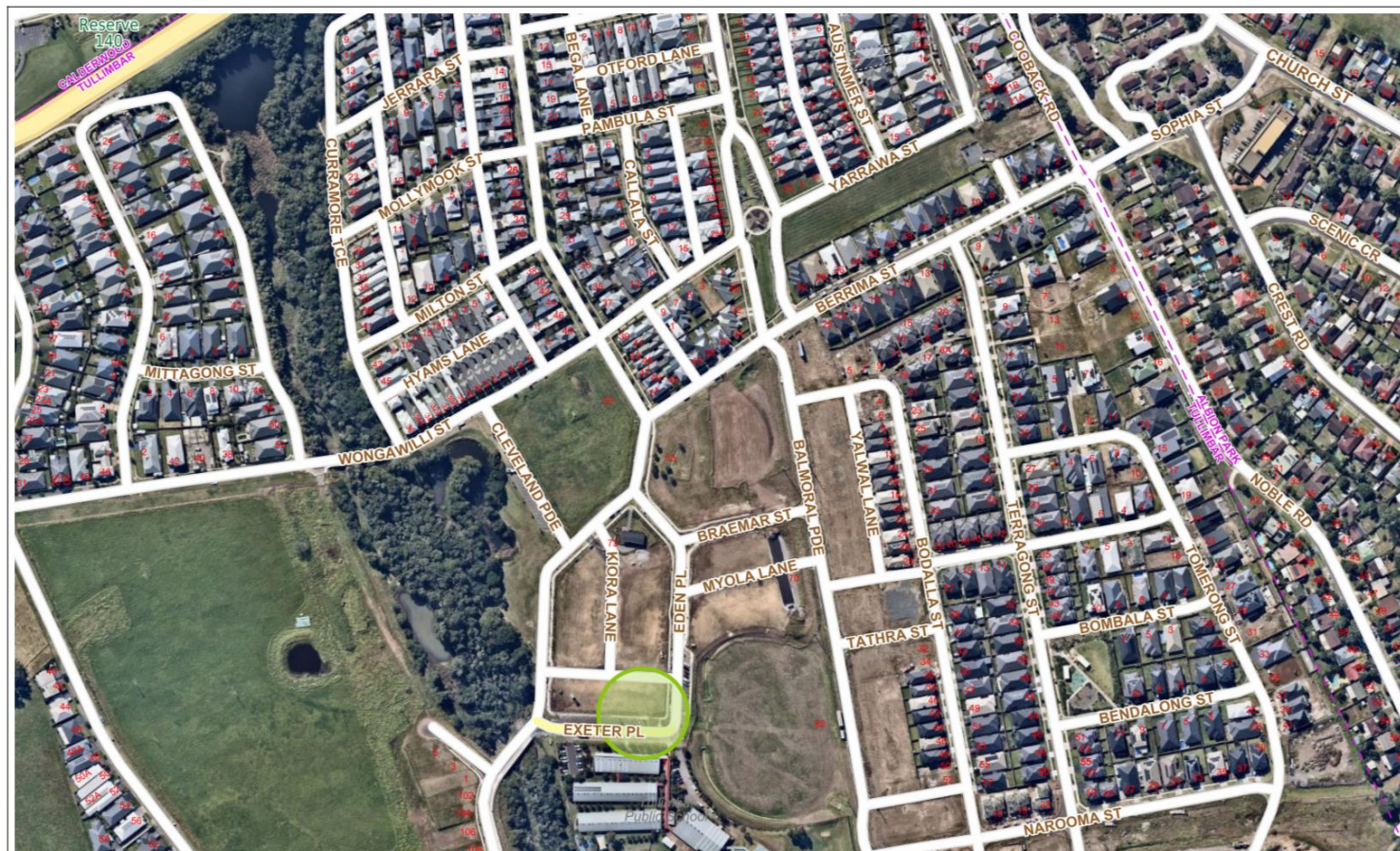
Approved By



Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

1. Locality Plan – *Page 23*
2. Proposed Disability Car Parking Changes – *Page 24*

Attachment 1 - Locality Plan



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Attachment 2 - Proposed Disability Car Parking Changes



9. General Business

10. Items for Information

10.1. Albion Park Rail ByPass - Oak Flats Interchange Closure

Item for Information

Transport for NSW (TfNSW) has informed Council that there will be a temporary closure of the Oak Flats interchange in June to remove and replace the existing road pavement and complete work on the new traffic lights.

The closure will be in place from **6pm Saturday 5 June** until **5am Monday 7 June 2021**, weather permitting. During this work, detours will be in place on roads around the Oak Flats interchange, including no access via the East West Link. TfNSW has encouraged motorists to allow additional travel time and plan your journey to reduce traffic congestion in the area, particularly those accessing Oak Flats, Shellharbour, Flinders, Blackbutt, Albion Park and Albion Park Rail. Many of these trips will need to use the Shellharbour Road interchange on the Princes Highway. The southbound highway entry ramp from New Lake Entrance Road will be open during the work. This will allow motorists to travel south on the Princes Highway.

If work is unable to be carried out on 5-7 June due to weather affecting the scheduling, the community will be advised in advance of the new date. During the closure, night work will be carried out. Nearby residents will be notified of work closer to the time by TfNSW. Additional information regarding this closure is shown in **Attachment 1**.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

1. Transport for NSW Notification Letter – *Page 26*

Attachment 1 - TfNSW Notification Letter

May 2021

Albion Park Rail bypass – Oak Flats interchange temporary weekend closure in June

There will be a temporary closure of the Oak Flats interchange in June to remove and replace the existing road pavement and complete work on the new traffic lights.

The closure will be in place from **6pm Saturday 5 June** until **5am Monday 7 June 2021**, weather permitting. Refer to the map over the page.

If we are unable to carry out the work on 5-7 June due to weather affecting our schedule, we will advise the community in advance of the new date.

What will be happening?

A closure of the roundabout is required as the existing pavement will be removed and new asphalt laid. To reduce the impacts on motorists and local businesses this will take place on Saturday and Sunday. We will be working continuously day and night to complete the work by Monday morning.

Work will include removing the existing pavement, laying new asphalt, installing barriers, line marking and commissioning the five sets of new traffic lights.

On completion of this work, the new traffic lights will be operational. More information about the operation of the interchange with the new traffic lights will be available closer to the time.

How will the work impact me?

To complete the work over the weekend closure, out of hours will be carried out. Nearby residents will be notified of this work closer to the time.

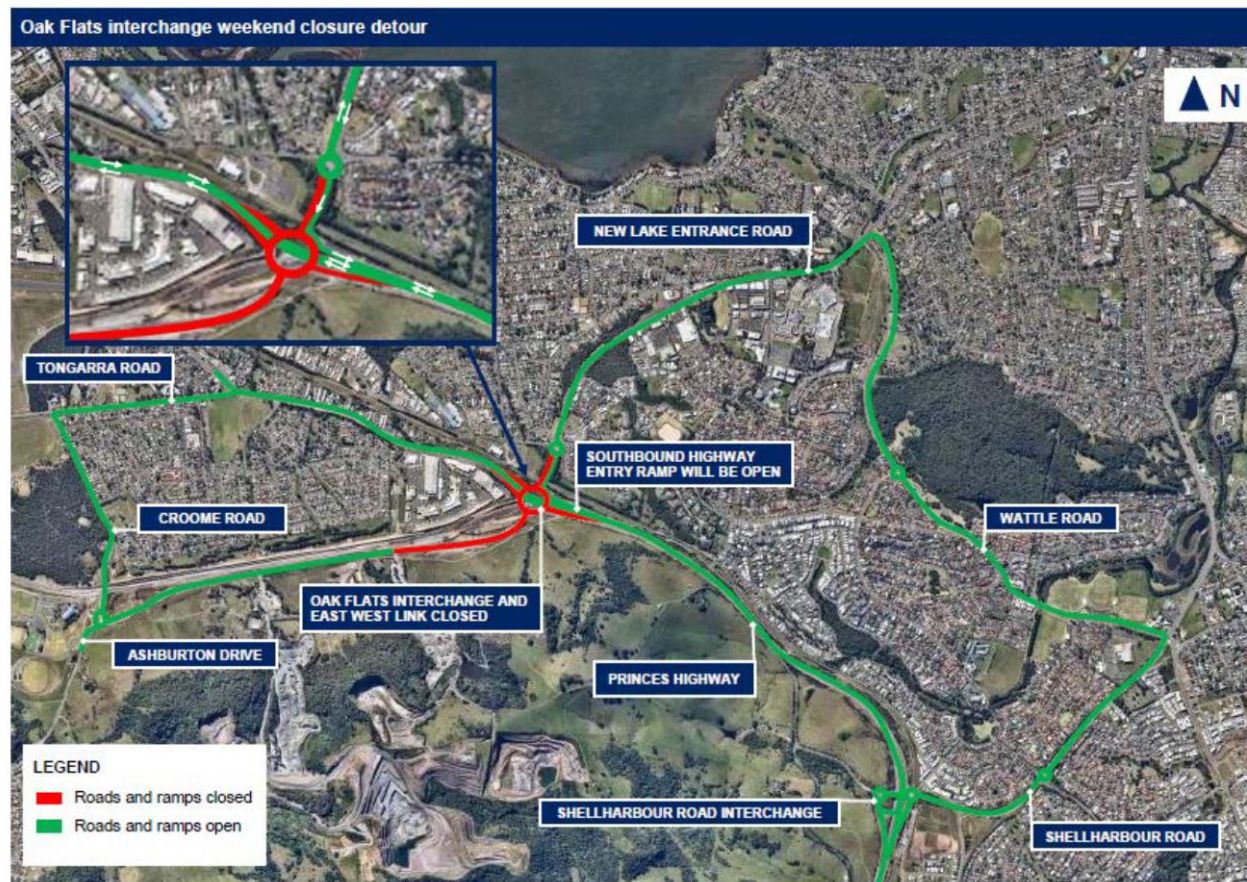
Traffic changes

During the closure, detours will be in place on roads around the Oak Flats interchange, including no access via the East West Link. Please allow additional travel time and plan your journey to reduce traffic congestion in the area, particularly those accessing Oak Flats, Shellharbour, Flinders, Blackbutt, Albion Park and Albion Park Rail. Many of these trips will need to use the Shellharbour Road interchange on the Princes Highway.

The southbound highway entry ramp from New Lake Entrance Road will be open during the work. This will allow motorists to travel south on the Princes Highway. Please keep to the sign posted speed limits and follow the direction of traffic controllers.

To stay informed during this closure, please visit the Live Traffic NSW website.

roads-maritime.transport.nsw.gov.au



Contact us

For more information on the project or if you have any questions, please contact our project team

1800 708 727 (24 hour toll free) @ APRbypass@fultonhogan.com.au nswroads.work/aprb

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 708 727.

10.2. Event: Camp Convoy 2021**Item for Information**

Council has recently received Traffic Management Plans for the i98FM Illawarra Convoy which is scheduled to take place on Sunday 21 November 2021. The Traffic Management Plans are currently being assessed by relevant Officers in conjunction with Transport for NSW (TfNSW). Council's Senior Transport Engineer is also liaising with TfNSW and Police to determine whether an ROL has been issued for the state road network and whether there are any conditions that Council should be aware of. It is expected that TfNSW will be taking the lead on managing traffic changes as a result of this event. It is anticipated that the final plans will be submitted to the Committee at a later date.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

Nil.

10.3. Pedestrian Crossing - Harbour Boulevard, Shell Cove

Item for Information

Council has received a request from the residents of Warrigal Care (aged care facility) for the Shellharbour Traffic Committee to consider placing a pedestrian crossing on Harbour Boulevard, Shell Cove. It has been requested that a pedestrian crossing be installed at the location of the existing kerb ramp and refuge near the entrance to Warrigal Care (in front of 53 Harbour Boulevard) noting that it is very dangerous for elderly to cross the road and now, with the amount of traffic that travels this road, it is very difficult for the elderly.

Council Officers have investigated a Pedestrian Crossing at this location previously. The outcome of this investigation revealed that the warrants for a pedestrian crossing in accordance with Transport for NSW (TfNSW) guidelines (of the time) were not met, and so, a pedestrian crossing at this location would not be supported. TfNSW recently updated their pedestrian crossing warrant guidelines in March 2021 (date specified by TfNSW representative). These new guidelines specify that numerical warrants for Pedestrian (Zebra) Crossings are only required on Arterial Roads meaning that warrants are no longer required for Local Access, Local Collector and Primary Collector Roads (i.e. the majority of Council owned roads in the Shellharbour Local Government Area, including Harbour Boulevard). Instead, the feasibility of a pedestrian crossing will need to be assessed on a case by case basis in accordance with best practice guidelines and be subject to approval by Local Traffic Committees. Therefore, numerical warrants may be used as a supportive document but should not be the only warrant considered (i.e. connectivity, traffic efficiency, place planning, safety etc. need to be considered).

However, despite the change in guidance from TfNSW, a pedestrian crossing would still not be supported at the subject location due to the presence of two traffic lanes on Harbour Boulevard at this location (one standard lane and a designated left turn lane). In accordance with AS1742.10, for a mid-block pedestrian zebra crossing, "no more than one lane of moving traffic in any one direction shall be encountered by a pedestrian using a crossing". The Australian Standard goes on to state that "if any of these requirements are not met, pedestrian actuated traffic signals (mid-block) or a pedestrian refuge without zebra markings may be more appropriate". The former of these suggestions is a responsibility of TfNSW with the latter currently existing onsite today. Therefore, the installation of a pedestrian crossing at this location in accordance with the Australian Standards would require a significant re-design of Harbour Boulevard and would likely increase congestion on Harbour Boulevard, Shell Cove.

More broadly, the change in guidance from TfNSW regarding pedestrian crossing warrants has significant implications on Council's future assessments of the feasibility of pedestrian crossings.

As the change in guidelines are only recent, Council Officers are still considering the next course of action with respect to warrants for pedestrian crossings in the Shellharbour Local Government Area. One option could be that Council propose their own warrants such as The City of Parramatta Council who have developed interim guidelines (provided in **Attachment 1** for reference only). However, a consistent set of guidelines for local roads across a region, state, or country is preferred, which will require time to effectively consult and collaborate with relevant agencies and local government representatives. Therefore, until a set of guidelines can be developed, all future pedestrian crossing requests will be assessed on a case by case basis in accordance with best practice guidelines and the Australasian Pedestrian Crossing Facility Selection Web Tool, developed by Austroads.

For information, Austroads has developed the Australasian Pedestrian Crossing Facility Selection Web Tool ("the tool") which is freely available to assist practitioners to select an appropriate pedestrian crossing facility for a particular location. The tool is based on literature, analytical and behavioural research and coupled with a number of mathematical models. Its development is detailed in the Austroads report 'Development of the Australasian Pedestrian Facility Selection Tool'. The tool should not be used to inform decision making in isolation when considering the form and location of pedestrian crossing facilities. Engineering judgement is required to consider the economic and other outputs produced by the tool alongside safety, mobility, social and environmental factors that are considered appropriate by the practitioner.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

1. City of Parramatta Council - Traffic Engineering Advisory Group Meeting Agenda (21JAN2021) – *Page 31*

Attachment 1 - City of Parramatta Council - Traffic Engineering Advisory Group Meeting Agenda (21JAN2021)

Proposed Interim Guidelines for the Selection of Pedestrian Crossing Facilities in the Parramatta Local Government Area on Streets with a Speed Limit of 50km/h or less

It is recommended that City of Parramatta Council base its guidelines for the minimum number of pedestrians on the requirements set in Victoria. It is considered that these volumes are adequate to show that there is a pedestrian demand for the facility (as discussed in the Australian Standards); to improve pedestrian amenity; and encourage walking. Pedestrian crossings should generally be raised to increase awareness of the crossing, improve visibility of the pedestrian; to slow traffic speeds, and to address safety concerns, except on narrow streets with low speeds as detailed in the guidelines.

TfNSW has a Technical Direction that sets guidelines for continuous footpath treatments. This includes a requirement for a maximum number of vehicles of 45 in any one hour. If a requirement is set for minimum number of vehicles at a pedestrian crossing, and it is greater than 45, then there may be circumstances where neither a pedestrian crossing nor continuous footpath could be installed.

State road authorities set minimum requirements for the number of vehicles to justify a pedestrian crossing. This is considered to be in relation to rationing funds to locations where it is more difficult to cross rather than being directly related to safety at the location being considered for the facility. Given that a continuous footpath can cost a similar amount as a raised pedestrian crossing (and more than an at-grade pedestrian crossing) it is considered that minimum vehicle numbers are not required for the purpose of rationing funds and that prioritization can be determined through another process. The interim guidelines detailed below in Table 2.

Table 2: Interim Guidelines for the Selection of Pedestrian Crossing Facilities within the Parramatta LGA on Streets with a Speed Limit of 50km/h or less

Continuous footpath treatment	<ul style="list-style-type: none"> - A maximum of 45 vehicles per hour moving through the treatment - There should be few, if any, heavy vehicles frequenting the treatment - There is no minimum requirements for pedestrian volume - The width of driveway laybacks must be $\leq 7\text{m}$ 	<ul style="list-style-type: none"> - Used in NSW on side streets at intersections in a low volume and low speed street environment - These requirements are the same as set by TfNSW
Pedestrian crossing (zebra)(at grade)	<ul style="list-style-type: none"> - A minimum of 20 pedestrians per hour crossing the road - Roadway crossing width is less than 6m and 85th percentile speed is less than 40km/h at a distance 30m from the proposed crossing location. 	<ul style="list-style-type: none"> - Each older person, person with a disability and unaccompanied child of primary school age are counted as two. - Crossings will generally require new kerb ramps and upgraded lighting
Raised pedestrian crossing (wombat)	<ul style="list-style-type: none"> - A minimum of 20 pedestrians per hour crossing the road 	<ul style="list-style-type: none"> - Each older person, person with a disability and unaccompanied child of primary school age are counted as two.
Pedestrian refuge islands	<ul style="list-style-type: none"> - At other locations where pedestrian volume does not meet the minimum numerical requirements or where a pedestrian crossing is not considered safe for pedestrians and motorists 	

Children's Crossing	- TfNSW warrants apply, but Children's Crossings are only installed in combination with a Pedestrian Crossing	
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The 85th percentile speed should not be more than 10km/h above the speed limit. If this is not met then consideration should be given for the installation of traffic calming on the approach to the crossing or a pedestrian refuge island can be considered as the preferred treatment.

Design requirements such as sight distance and the number of lanes remain the same as the Australian Standards, Austroads Guidelines, and TfNSW supplements.

Next Steps

It is recommended that Council distribute this report to interested Councils to prompt discussion and debate that may be used to make future improvements to the guidelines. It is understood that at least one other Council has had similar concerns to City of Parramatta Council regarding the TfNSW requirements for pedestrian crossings and is looking to develop its own guidelines. City of Parramatta is not aware of other Councils having developed their own pedestrian crossing warrants at this stage. Ideally, there would be one set of guidelines for local roads across a region, state, or country, rather than individual Councils having their own guidelines. However, this may take a long time to happen, or may never happen, therefore it is recommended that Council adopt its own interim guidelines. The Page 9 of 13 guidelines are described as 'interim' on the basis that they may be modified over time if more Councils wish to work together to prepare a common set of guidelines.

It is also recommended that Council review and update its ranking process for prioritization of funding to undertake pedestrian treatments and provide a report back to the Traffic Engineering Advisory Group and Council.

Further reports on specific locations will be provided if the recommendations in this report are adopted. These locations include, but are not limited to, the following:

1. Alfred Street at Alice Street, Harris Park.
2. Caroline Chisholm Drive at Winston Hills Shopping Centre.
3. Rembrandt Street at Carlingford Shopping Centre.
4. Intersection of George Street and Horwood Place, Parramatta CBD.
5. Intersection of Erby Place and Phillip Street, Parramatta CBD.

Note: The information above is an extract taken from the City of Parramatta Council's "Traffic Engineering Advisory Group Meeting Agenda" which took place on Thursday 21 January 2021. The information contained within this attachment **IS NOT** owned by Shellharbour City Council. The inclusion of this information **DOES NOT** indicate that Shellharbour City Council will adopt the interim measures proposed above. The City of Parramatta Council's Traffic Engineering Advisory Group Meeting Agenda can be accessed via the following link: https://www.cityofparramatta.nsw.gov.au/sites/council/files/2021-01/TEAG_2101_Agenda.pdf

10.4. Safer Around Schools - Letter to Anna Watson MP

Item for Information

Council received a letter from Anna Watson MP on 1 December 2020 regarding feedback from an online NSW School Safety Survey Launched on 29 January 2020. Council subsequently responded to Anna Watson MP on 7 January 2021. Council's response (**Attachment 1**) has been provided to the Committee for information. From the items in **Attachment 1**, the specific actions for Police and Council's Compliance & Regulation team to note for potential future patrols are below:

No.	School	Issue
3	<u>Balarang Public School</u>	<ul style="list-style-type: none"> NSW Police not enforcing mandatory 1m passing rule on motorists
7	<u>Oak Flats Public School</u>	<ul style="list-style-type: none"> Cars park too close to the corners of streets around the school abutting Moore Street; need to install "No Parking" signs Need to slow traffic on Griffiths Street and Central Avenue, Oak Flats
8	<u>Shell Cove Public School</u>	<ul style="list-style-type: none"> Need increased enforcement around the school to stop illegal driving and parking Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Southern Cross Boulevard.
9	<u>Shellharbour Anglican College</u>	<ul style="list-style-type: none"> Poor use of roundabout during busy times meaning it is difficult for others to get past
10	<u>Shellharbour Public School</u>	<ul style="list-style-type: none"> Need to increase parking around school, particularly at the front gates, to stop double parking and dangerous driving
11	<u>Stella Maris Catholic Primary School</u>	<ul style="list-style-type: none"> Need to increase parking around school, particularly at the front gates on Wentworth St, to stop double parking and dangerous driving

No.	School	Issue
		<ul style="list-style-type: none"> Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Cove Boulevard
12	<u>Warilla High School</u>	<ul style="list-style-type: none"> Need to increase parking around school to stop double parking and dangerous driving Traffic calming devices and increased enforcement needed to slow speeding drivers around the school

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

1. Response Letter to Anna Watson MP – *Page 35*

Attachment 1 - Response Letter to Anna Watson MP

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Council Reference: ECM 11532427

7 January 2021

Anna Watson MP
Labour Member for Shellharbour
PO Box 242
SHELLHARBOUR CITY CENTRE NSW 2529

Safety around Schools Survey

Dear Ms Watson

Reference is made to the letter we received 1 December 2020 regarding feedback from an online NSW School Safety Survey launched on 29 January 2020. The survey allowed parents, carers, residents and educators across NSW to nominate issues with road safety around their school. I note that of the 3,400 submissions State wide, 90 people responded from the Shellharbour electorate representing 2.6% of all respondents. Of the 90 respondents, the Shellharbour Local Government represented 77% (n=70) from 13 responding schools.

Responses to each of the issues under the subheading of the school are listed below:

1. Albion Park Public School

- Lack of safe crossings around the school make it unsafe for students and families to walk or ride to school

Response – Pedestrian and traffic facilities surrounding Albion Park Public School include traffic lights with pedestrian phasing on Tongarra Road, a supervised children crossing on Hamilton Road and a raised threshold to control speeding vehicles at this location. Council consider this area to have adequate road safety and traffic management controls around the school. Additional crossings would require approval and funding from Transport for NSW (State Government).

- Bus stop outside the school is on a busy road.

Response – Bus routes including bus stops is a matter for Transport for NSW and all enquiries should be directed to them.

2. Amity College, Illawarra Campus

- No footpath in front of the school, making it difficult to walk or ride to school
Need to expand the 40km/hr school zone.

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Ms Anna Watson MP
Shellharbour School Safety Survey

Response – Shellharbour Road has a shared use path for its entire length. Shared use paths are designed to cater for both pedestrian and cyclist use in both directions at the same time. 40km school zoning is a matter for Transport for NSW (State Government) and all enquiries should be directed to them.

3. **Balarang Public School**

- NSW police not enforcing mandatory 1m passing rule on motorists.

Response – This issue will be reported to the police the next Local Traffic Committee (LTC) in February 2021. This could be referred directly to Transport for NSW (State Government).

4. **Barrack Heights Public School**

- Unsafe crossings on Captain Cook Drive and Hunter St.

Response – There is a supervised zebra/flagged children's crossing on Captain Cook Drive and a flagged children's crossing on Hunter Street. Council considers these are adequate road safety and traffic management controls around the school.

5. **Corpus Christi Catholic High School Oak Flats**

- Major roads are unsafe to cross, including Lake Entrance Road, Oak Flats, and Pioneer Drive, Blackbutt, and the East West Link.

Response - Secondary school students are beginning to travel independently. In early secondary school, exploring pedestrian, public transport and cycling safety is an important part of their road safety education development. There is adequate road safety and traffic management facilities to enable student of the school safe travel. These include traffic lights and pedestrian refuge islands.

6. **Lake Illawarra South Public School**

- Improve education programs at local schools to improve safety.

Response – Primary aged children are still developing an understanding of danger and safety. While they are often keen to do things for themselves, an adult must always be responsible for children in the traffic environment. Students learn about road safety as part of Personal Development, Health and Physical Education (PDHPE). Safety Town is a road safety education tool developed by the Department of School Education and Transport for NSW and is used in school for the development of road safety skills. This could be referred directly to Transport for NSW (State Government).

7. **Oak Flats Public School**

- Cars park too close to the corners of streets around the school abutting Moore Street; need to install no parking signs

Response - A report will be prepared for approval of signs and lines at this location at the February 2021 LTC.

- Need a second crossing or pedestrian refuge island on Moore Street Need traffic calming devices on Moore Street near the school to stop cars speeding around corners

Response – The Oak Flats School western boundary is Moore Street, which has a 40km speed zone.

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Ms Anna Watson MP
Shellharbour School Safety Survey

While there is no direct access from the school to Moore Street, Council will conduct an Origin Destination Survey to ascertain the pedestrian demand and the need for a children's crossing will be assessed against criteria set by the NSW Traffic Facilities Guidelines in 2021. Speeding drivers is a matter for police and this issue will be reported to police at the February 2021 LTC. Additional crossings would require approval and funding from Transport for NSW (State Government).

- Need to slow traffic on Griffiths St and Central Ave, Oak Flats Need traffic calming measures in the school zone to slow drivers from speeding, including Wentworth St and Central Ave.

Response – Speeding drivers is a matter for police and this issue will be reported to police at the February 2021 LTC. This could be referred directly to NSW Police (State Government) in future correspondence.

8. Shell Cove Public School

- Need a barrier on bridge over Quarry Road between the footpath and the road on the eastern side of the bridge as busses get very close and foot traffic is high in the afternoon

Response - The current width of the footpaths on the Quarry Road Bridge comply with the Austroads Guides Part 6A Pedestrian and Cyclist Paths which state that for areas of high pedestrian demand a minimum width of 2.4 metres is required of a footpath. Barrier kerb and gutter provided on the bridge to ensure vehicles cannot mount the kerb. The provision of an additional barrier would reduce the width of the footpath which is not desirable in this 50km area.

- Need increased enforcement around the school to stop illegal driving and parking

Response – Speeding drivers is a matter for police, this will be reported to police at the February 2021 LTC. Illegal parking is a matter for Council's Compliance Section, this will also be reported at the February 2021 LTC.

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Southern Cross Boulevard.

Response – Speeding drivers is a matter for police, this will be reported to police at the February 2021 LTC.

9. Shellharbour Anglican College

- Poor use of the roundabout during busy times, meaning it is difficult for others to get past

Response – Inappropriate driver behaviour is a matter for police, this will be reported to police at the February 2021 LTC. This could be referred directly to NSW Police (State Government) in future correspondence.

10. Shellharbour Public School

- Need to increase parking around school, particularly at the front gates, to stop double parking and dangerous driving.

Response - Illegal parking is a matter for Council's Compliance Section, this will be reported to Council's Compliance Section at the February 2021 LTC.

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Ms Anna Watson MP
Shellharbour School Safety Survey

11. Stella Maris Catholic Primary School

- Need to increase parking around school, particularly at the front gates on Wentworth St, to stop double parking and dangerous driving

Response - Illegal parking is a matter for Council's Compliance Section, this will be reported to Council's Compliance Section at the February 2021 LTC.

- Wilson Street is very narrow, with parking on one side only, meaning that cars regularly block access and cause issues for all road users

Response - Council will review the current No Parking zone along the northern alignment of Wilson Street and also review the current No Parking 'Kiss and Drop' school times signposting along the southern side of Wilson Street in consultation with the school in the New Year

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Cove Boulevard

Response - Speeding drivers is a matter for police, this will be reported to police at the February 2021 LTC. It is however noted that Cove Boulevard is not in the vicinity of a school. This has been actioned by the Police previously with increased tasking.

- Cars often ignore safety of cyclists

Response - Council offers a "Dob in a Hoon" service request via the eServices function on Council's website, which provides this information to Council which is then forwarded to the NSW Police. Please follow these steps to place a Dob-in a Hoon request:

- Access the Shellharbour City Council website home page and click "Report it".
- Then follow the "eServices portal" link.
- Then, follow the link to "Request a service/Report an issue".
- Under Roads and Traffic, navigate to the "Dob in a Hoon" link and lodge your request there.

This could be referred directly to NSW Police (State Government) if it continues.

12. Warilla High School

- Need to increase parking around school to stop double parking and dangerous driving

Response - Illegal parking is a matter for Council's Compliance Section, this will be reported to Council's Compliance Section at the February 2021 LTC.

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school.

Response - Speeding drivers is a matter for police, this will be reported to police at the February 2021 LTC.

13. Warilla Public School

- Need footpaths in streets surrounding the school, including Churchill Circuit and Ulster Ave, Warilla - families are forced to walk on busy road.

Response - Council has met with the School in December 2020 and will be reviewing the No Parking Kiss and Drop school times zones in Ulster Ave.

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Ms Anna Watson MP
Shellharbour School Safety Survey

Following this site meeting with the school, arrangements have been made to enhance line marking and signposting to improve road safety in this area. Meanwhile, Council will be developing a Pedestrian Access Mobility Plan (PAMP) for the Shellharbour region in the New Year with a view of identifying those areas where footpaths are required. The PAMP will assist Council in directing limited funds to those sites of greatest need.

If you require any further assistance in the matter, please contact Matthew Apolo, Council's Group Manager Built and Natural Environment, on (02) 4221 6104.

Yours sincerely



Ben Stewart
Director Amenity and Assets

10.5. Police Matters**Item for Information**

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

- 1x report of speeding and dangerous driving by trucks on Dunmore Road, Dunmore
- 1x report of illegal parking on the grass verge of Panbula Place (on the sharp bend north-west of Tilba Close). Compliance & Regulation Officers have investigated, however, illegal parking is reportedly occurring after Council hours. Parking in such a manner is creating a potential road safety hazard for motorists.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	2 June 2021

Attachments

Nil.

11. Next Meeting

Date: 7 July 2021