



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, 04 August 2021

Commencing at 9:30 AM

Remote online - Teams

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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 7 July 2021

That the Minutes of the Traffic Committee Meeting held on 7 July 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. Signage & Linemarking Plan Approval - Riverside Drive, Dunmore

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Wayne Wilson – Acting Manager Floodplain & Transport

Summary

The purpose of this report is to seek approval from the Committee for the signage and linemarking plan for the new Channelised Right Turn (CHR) junction from Riverside Drive into the Boral Dunmore Quarry as per (**Attachment 1**).

Background

The Minister for Infrastructure and Planning and Minister for Natural Resources has approved the Dunmore Lakes Sand Extraction Project. As part of the conditions of consent, Council has received an application for a Channelised Right Turn (CHR) treatment opposite the Minnamurra Recycling Depot as per (**Attachment 2**).

An extract of the Stage 5 access conditions is as follows: - *Stage 5 Access - 53A. Prior to any heavy vehicle access to the Stage 5 extraction areas, the Applicant must construct a channelised right turn intersection with appropriate linemarking from Riverside Drive to the Stage 5A extraction area, to the satisfaction of the relevant roads authority and in accordance with the Austroads Guide to Road Design Part 4: Intersections and Crossings –General.*

As the boundary between Kiama Municipal and Shellharbour City Councils runs down the centreline of Riverside Drive, the applicant has forwarded these plans to both Councils for approval. The design of the CHR junction has now been reviewed by both Councils and the detailed signposting and linemarking is now submitted to the Shellharbour Local Traffic Committee for endorsement.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

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:	2.3.3	Provide and promote a sustainable, safe and connected transport network

Consultations

The following consultations were undertaken:

Internal

- Acting Senior Transport Engineer
- Manager Compliance & Regulation
- Road Safety Officer

External

An email seeking comments on the proposal has been sent to neighbouring properties with one resident expressing concerns regarding driveway access remote from this site.

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the signage and linemarking plan for the proposed Channelised Right Turn (CHR) treatment on Riverside Drive, Dunmore as illustrated in Attachment 2.

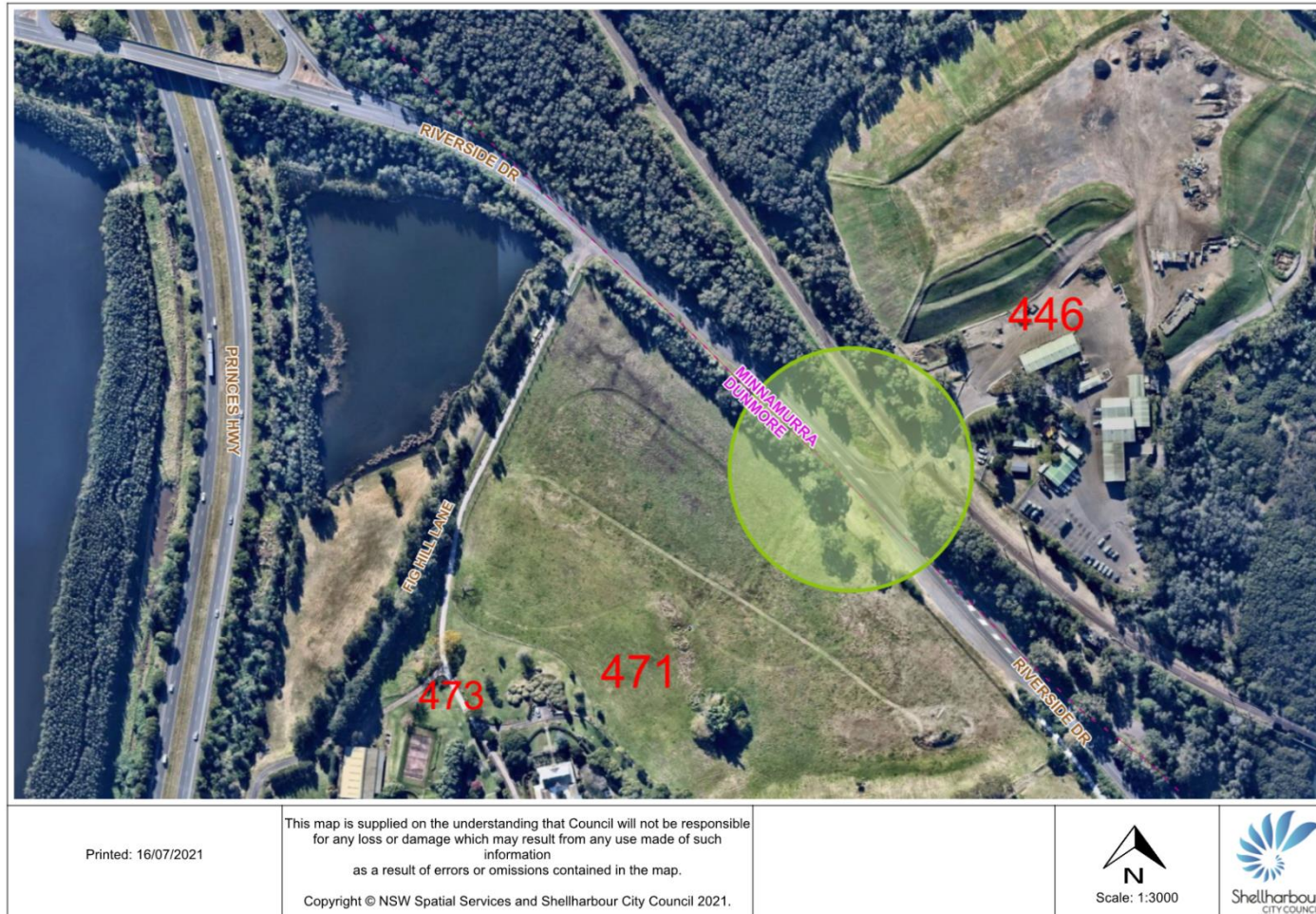
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

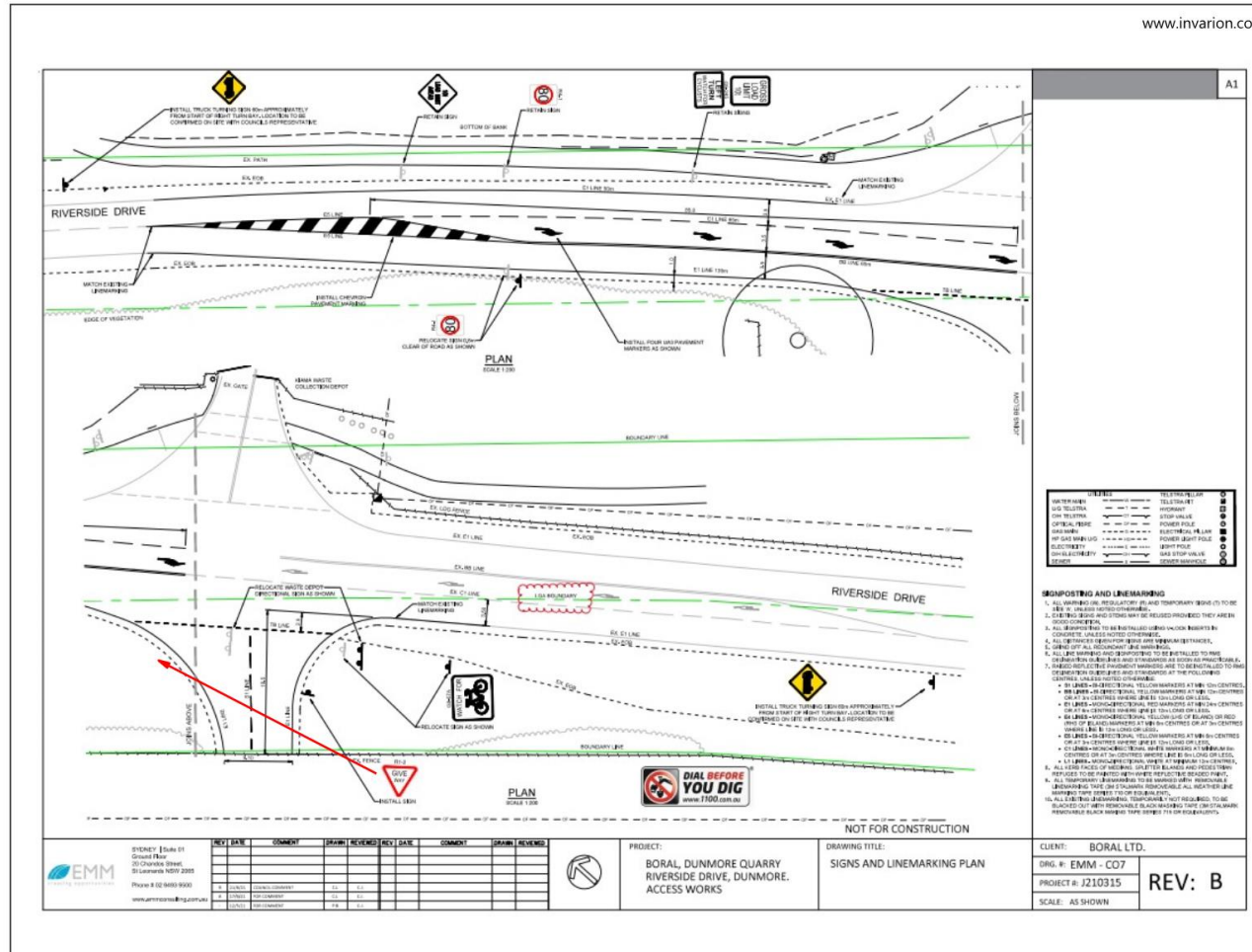
Attachments

1. Locality Plan – *Page 7*
2. Proposed Signage & Linemarking Plan – *Page 8*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage and Linemarking Plan



8.2. Proposed Amendment to Signage and Linemarking Plan - Shell Cove Boat Harbour Car Park

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Acting Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee for the amendment to the signage and linemarking plan from item 7.4 of the 7 October 2020 Traffic Committee Meeting - CC0158-2019 Sign and Line Marking Plan - Shell Cove Boat Harbour Car Park (**Attachment 1**).

Background

There has been a need to amend the originally approved plan due to a site constraint and a need to review vehicular flow around the car park. This site constraint was discovered during a site inspection in July 2021, when an Officer noted that 'reverse only parking' was to be installed at parking areas of the boat ramp, resulting in vehicles having to reverse across traffic lanes to park within spaces. This manoeuvre was considered undesirable which prompted a review of the original signage and linemarking plan (**Attachment 2**). Upon review, it has been proposed that traffic flow on Roads 02 and 04 be converted to 'One-Way' and subsequent signage and linemarking be installed to reflect these changes. All proposed updates are illustrated in **Attachment 3**.

Financial / Resources Implications

All works identified in **Attachment 3** will be carried out and funded by the developer. Should any amendments be proposed by the Committee during the August meeting, these proposed amendments will be installed and funded by Council at a later date.

Legal and Policy Implications

Nil.

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:	2.3.3	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

- Acting Manager Floodplain and Transport
- Subdivision & Development Engineer
- Group Manager City Development
- Manager Asset Planning
- Manager Compliance & Regulation
- Road Safety Officer

External

- Frasers Property

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the updated signage and linemarking plan from item 7.4 of the 7 October 2020 Traffic Committee Meeting - CC0158-2019 Sign and Line Marking Plan - Shell Cove Boat Harbour Car Park as shown in Attachment 3, subject to the installation of rear to kerb restrictions on all angled cars with boat trailer spaces.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

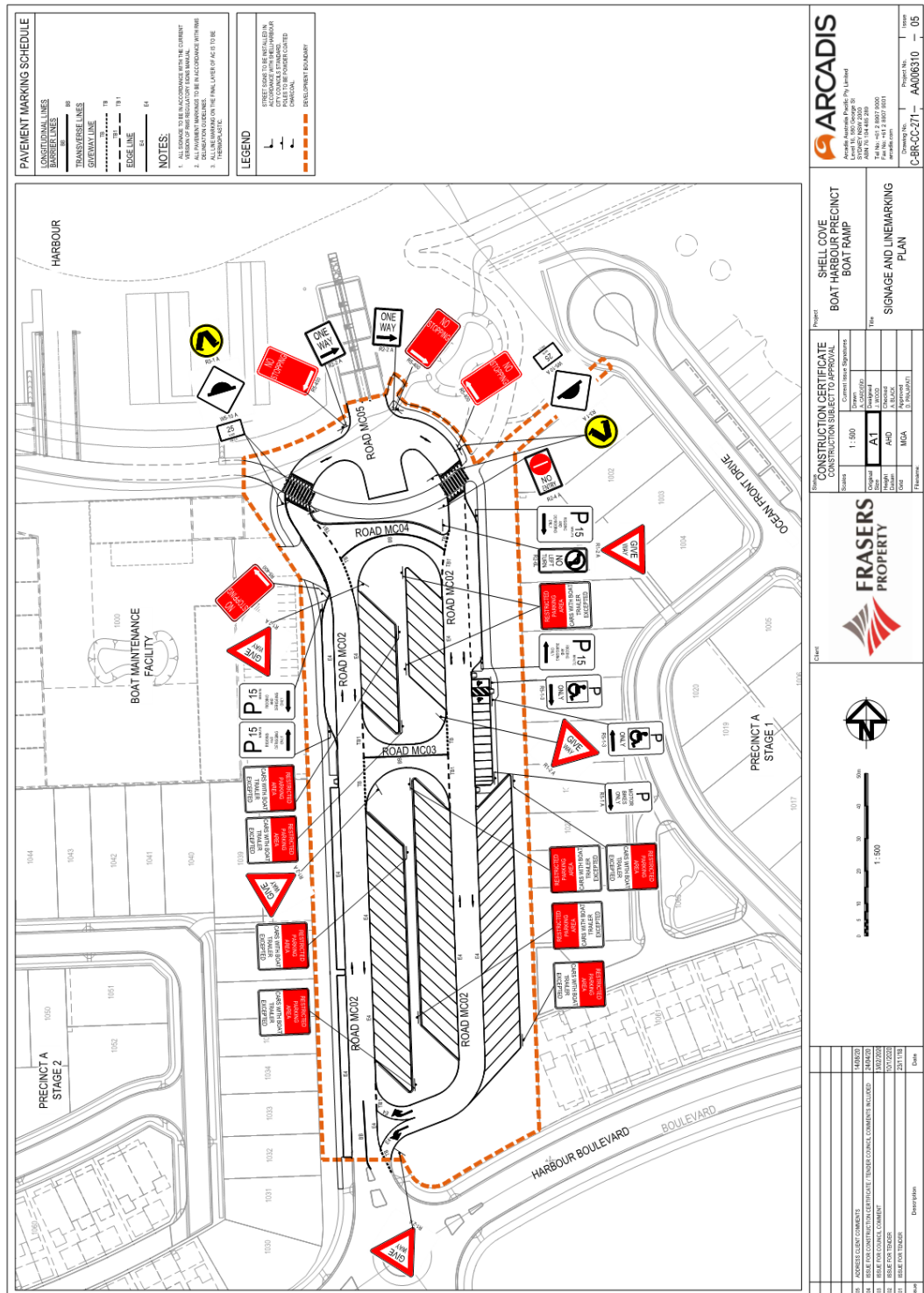
Attachments

1. Locality Plan – *Page 12*
2. October 2020 Traffic Committee Endorsed Signage & Linemarking Plan – *Page 13*
3. Updated Signage and Linemarking Plan – *Page 14*

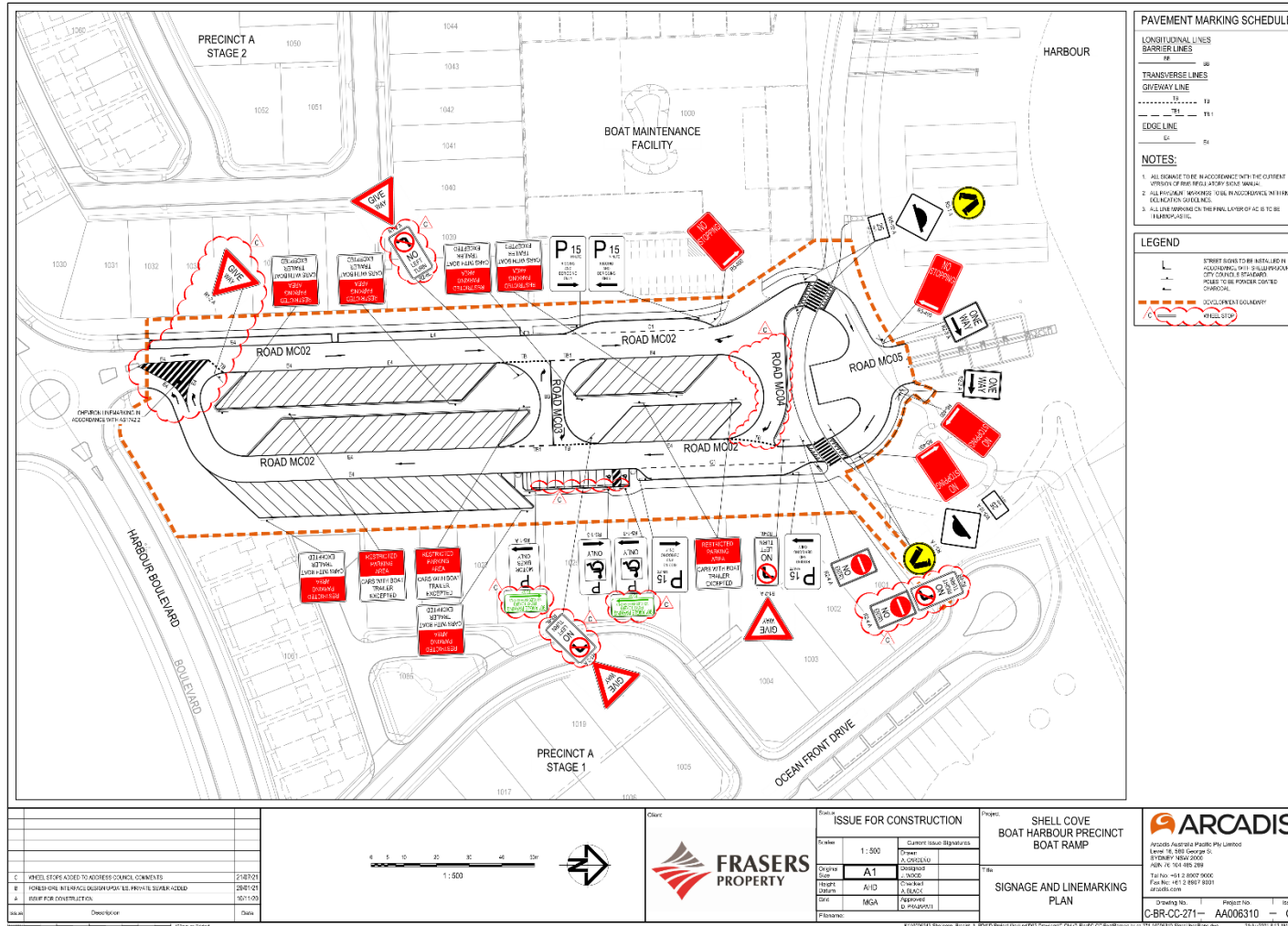
Attachment 1 - Locality Plan



Attachment 2 - October 2020 Traffic Committee Endorsed Signage & Linemarking Plan



Attachment 3 - Updated Signage & Linemarking Plan



8.3. Installation of 'Bus Zone' Signage - McGregor Avenue & Barrack Avenue, Barrack Heights

To the Chief Executive Officer

Directorate:	Amenity & Assets
Group:	Built & Natural Environment
Manager:	Matthew Apolo – Group Manager Built & Natural Environment
Author:	Tyson Perry – Acting Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee for the installation of 'Bus Zone' signage at McGregor Avenue and Barrack Avenue, Barrack Heights (**Attachment 1**).

Background

Council received a customer request for a sign audit (particularly of 'bus zone' signs) to be undertaken in the areas surrounding Caldwell Park following a new playground being installed this year. The surrounding area was inspected onsite and discussions with Premier Illawarra identified two bus stops in the area.

The first bus stop (fronting 17 Barrack Avenue) is currently signposted as a 24 hour facility, however, only operates between 8am-5pm Monday to Saturday. The second bus stop (adjacent to Caldwell Park on McGregor Avenue) is currently not signposted and operates as a school bus drop off between 3pm-4pm School Days. The proposed 'Bus Zone' installations on Barrack Avenue (**Attachment 2**) and McGregor Avenue (**Attachment 3**) have been proposed as time restricted zones to minimise the on-street parking impact to adjacent residents outside bus usage times.

Community consultation was undertaken during July 2021 and all consultation feedback will be verbally presented during the 4 August 2021 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

- Increased awareness for motorists of Bus Zone locations
- 'Bus Zone' times restricted to minimise impacts to residents outside of bus operation times
- Loss of parking (18m) adjacent to Caldwell Park between 3pm-4pm School Days

Link to Community Strategic Plan

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

Objective:	1.2	Active and healthy
Strategy:	1.2.1	Provide access to services and facilities where people can live, learn and play

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

Objective:	4.1	Led through collaboration
Strategy:	4.1.2	Actively engage, consult and inform the community

Consultations

The following consultations were undertaken:

Internal

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

External

- Premier Illawarra

- Residents (2) directly adjacent to Barrack Avenue proposed 'Bus Zone' sign installation

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council:

- 1. Approve the installation of 'Bus Zone' signage at Barrack Avenue, Barrack Heights as shown in Attachment 2.**
- 2. Approve the installation of 'Bus Zone' signage at McGregor Avenue, Barrack Heights as shown in Attachment 3.**

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

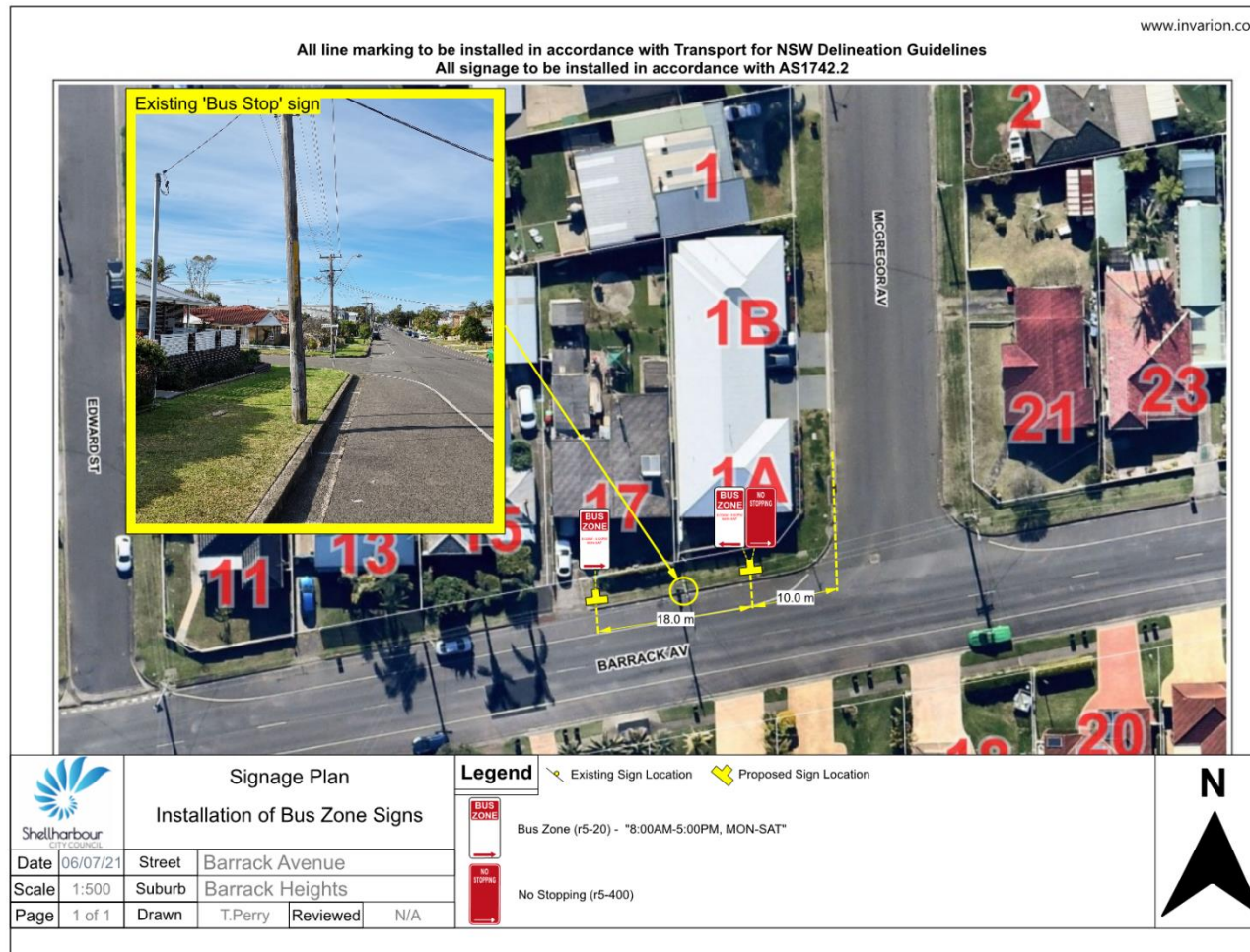
Attachments

1. Locality Plan – *Page 18*
2. Proposed Signage Plan - Barrack Avenue – *Page 19*
3. Proposed Signage Plan - McGregor Avenue – *Page 20*

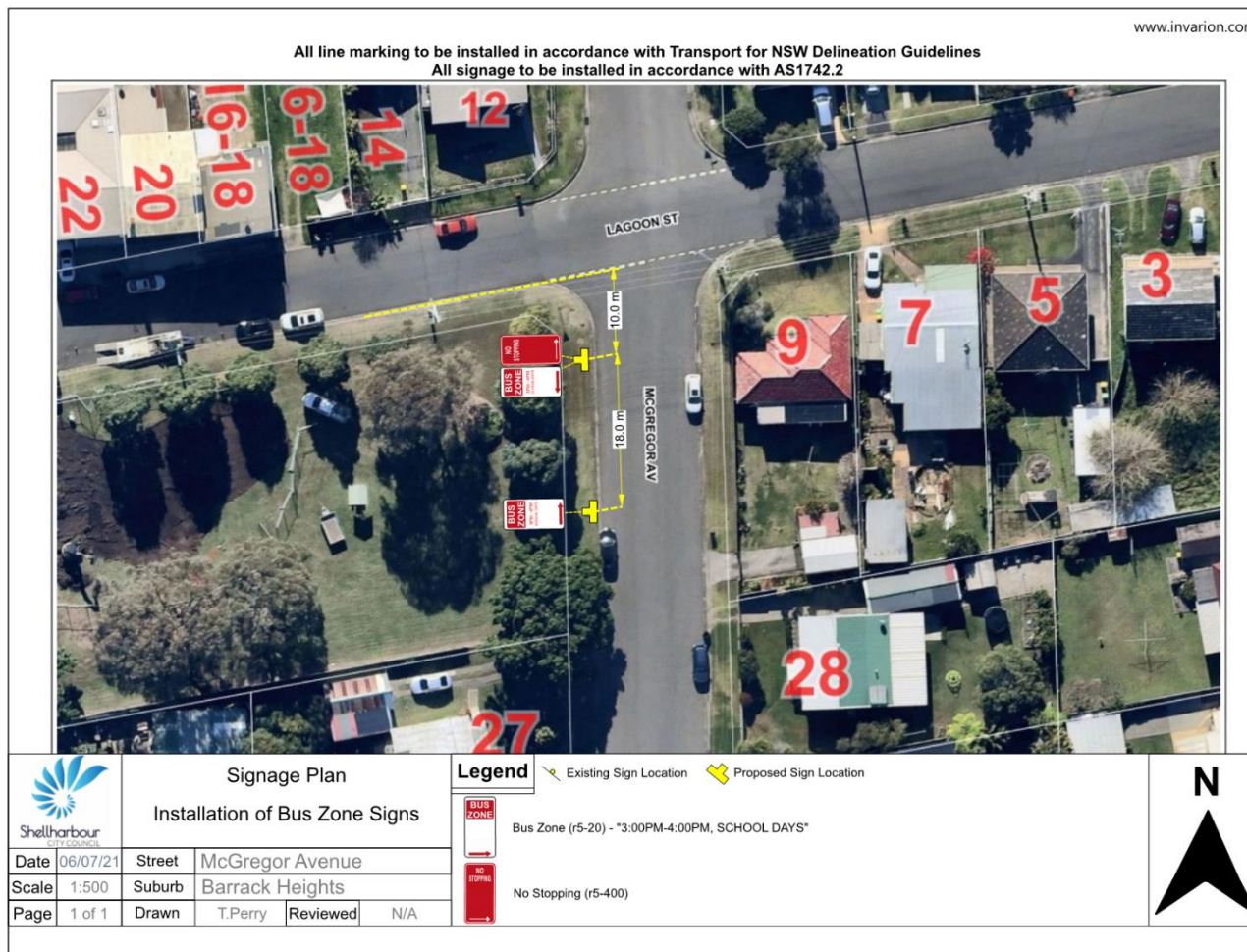
Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage Plan - Barrack Avenue



Attachment 3 - Proposed Signage Plan - McGregor Avenue



8.4. Modification of Existing 'No Stopping' Zone and installation of 'Bus Zone' Signage - Mary 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 – Acting Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee for the modification to the existing 'No Stopping' zone and installation of 'Bus Zone' signage at Mary Street, Shellharbour (**Attachment 1**).

Background

Council received one (1) customer request seeking clarification as to whether vehicles are permitted to park in an area where a yellow 'Bus Stop' sign exists. Council's Transport team have investigated and determined that while the bus stop could technically be enforced, it is preferred that regulatory signs be installed at this bus zone to remove any potential ambiguity with enforcement. During the investigation, it was also noted that the existing 'No Stopping' zone on the approach to the raised pedestrian (wombat) crossing was excessive in accordance with AS1742.10. To lesser the parking restrictions in the area which is adjacent to a school, and remove the ambiguity surrounding the existing bus stop, it has been proposed to shorten the 'No Stopping' zone from approximately 35m to 20m and install 'Bus Zone, signage as shown in **Attachment 2**.

Community consultation was undertaken during July 2021 and all consultation feedback will be verbally presented during the 4 August 2021 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

- Reduction of 'No Stopping' zone and installation of 'Bus Zone' arranged to increase on-street parking for the community.

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

Objective:	4.1	Led through collaboration
Strategy:	4.1.2	Actively engage, consult and inform the community

Consultations

The following consultations were undertaken:

Internal

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

External

- Premier Illawarra
- Residents (5) directly adjacent to proposed modification

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the modification to the existing 'No Stopping' zone and installation of 'Bus Zone' signage at Mary Street, Shellharbour as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

Attachments

1. Locality Plan – *Page 24*
2. Proposed Signage Plan – *Page 25*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage Plan



8.5. Installation of 'No Right Turn' Restriction - Cove 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 – Acting Senior Transport Engineer

Summary

The purpose of this report is to seek endorsement from the Committee for the installation of a 'No Right Turn - Vehicles Under 6m Excepted' sign at Cove Boulevard, Shell Cove (**Attachment 1**).

Background

An item (item 10.2) was submitted to the 7 July 2021 Traffic Committee meeting regarding large vehicles turning into a residential access road on Cove Boulevard, Shell Cove. The item for information was a report by Lake Illawarra Police noting that large vehicles attempt to perform a right turn at this location but cannot make the turn in one movement, resulting in trucks consistently 'running over' nearby gardens and front lawn(s) and causing damage.

To address this issue, it is proposed that a 'No Right Turn' sign supplemented by a 'Vehicles Under 6m Excepted' sign be installed at the subject location (**Attachment 2**). Police originally requested that the turn be load limited to restrict movements; however, it was determined that restrictions based on vehicle length were more appropriate.

Community consultation with adjacent residents was undertaken during the month of July 2021 and all community feedback received will be verbally provided to the Committee during the August 2021 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

- Vehicles over 6m are restricted from turning right at subject location (alternative turn location exists at Harbour Boulevard roundabout approximately north-east of location).

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 Floodplain and Transport
- Senior Transport Engineer
- Manager Compliance & Regulation
- Road Safety Officer

External

- Lake Illawarra District Police
- Residents (10) adjacent to access road

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the installation of a 'No Right Turn - Vehicles Under 6m Exceeded' sign at Cove Boulevard, Shell Cove as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

Attachments

1. Locality Plan – *Page 29*
2. Proposed Signage Plan – *Page 30*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage Plan



9. General Business

10. Items for Information

10.1. Police Matters

Item for Information

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

- 1x report of speeding at O'Gorman Street, Albion Park. Vehicles are reportedly speeding and not slowing for speed humps despite their presence.
- 1x report of non-compliance of Give-Way signage and linemarking at T-intersection of Dunmore Road and Buckleys Road near the Bass Point Quarry Road entrance, Shell Cove.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

Attachments

Nil

10.2. Shell Cove Bus Zone

Item for Information

On 7 October 2020, the Traffic Committee endorsed the temporary installation of "Bus Zone" signs on Civic Avenue, Shell Cove for Bus Service Route 53. The endorsement also provided the final placement of the "Bus Zone" at the Waterfront carpark adjacent to the Woolworths shopping centre following completion of modification works to the raised threshold (wombat) crossings by the developer. Following this resolution and in response to safety concerns, at its meeting on 4 November 2020, the Traffic Committee endorsed the installation of a temporary "No Stopping" zone on Cove Boulevard to facilitate westbound bus turning movements from Civic Avenue for the Route 53 bus service.

Both the temporary "Bus Zone" and "No Stopping" zones were to be installed until such time that the modification works to the wombat crossings were complete and approval from Transport for NSW (TfNSW) for the Bus Service Route 53. Through collaboration with Frasers Property, Premier Illawarra and TfNSW, the Committee is advised that these modification works have now been complete.

All parking areas which were temporarily removed have now been reinstated by Council's Services team with TfNSW approving the Route 53 bus service to return to its originally approved route on 12 July 2021. Images of the reinstated parking areas and bus zone are shown in **Attachment 1**.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

Attachments

1. Reinstated Parking Areas and Bus Zone – Page 33

Attachment 1 - Reinstated Parking Areas and Bus Zone



10.3. Federal Road Safety Program Update - Raised Pedestrian (Wombat) Crossing at Central Avenue and Fisher Street, Oak Flats

Item for Information

Under the \$110 billion Infrastructure Investment Program, the Australian Government is making funding available to retrofit road safety upgrades and improvements to regional roads and urban/peri-urban roads where a greater than moderate risk is present. The funding is available for proactive and reactive road safety treatments to prevent fatal and serious injury road crashes. Proposals are assessed against the Program criteria, with a total funding pool of \$2 billion over two financial years (2020-21 and 2021-22) delivered through three, six month tranches.

Council's Transport team were recently informed by Transport for NSW that Council were successful in obtaining funds for the installation of raised pedestrian (wombat) crossings and roundabout upgrades at the intersection of Church Street and Fisher Street, Oak Flats under Tranche 2 of this program. (**Attachment 1 and 2**) Council are currently awaiting formal notification of this grant funding and will seek to accept the funding once received. Following Council's acceptance, community consultation will be undertaken with results being used to inform detailed design of the facility. Once the detailed design phase has concluded, additional community consultation will be undertaken prior to submission to the Shellharbour Traffic Committee for construction approval. The interim construction dates for these facilities is between January 2022 - June 2022 and will be subject to detailed design and future approval by the Shellharbour Traffic Committee.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	4 August 2021

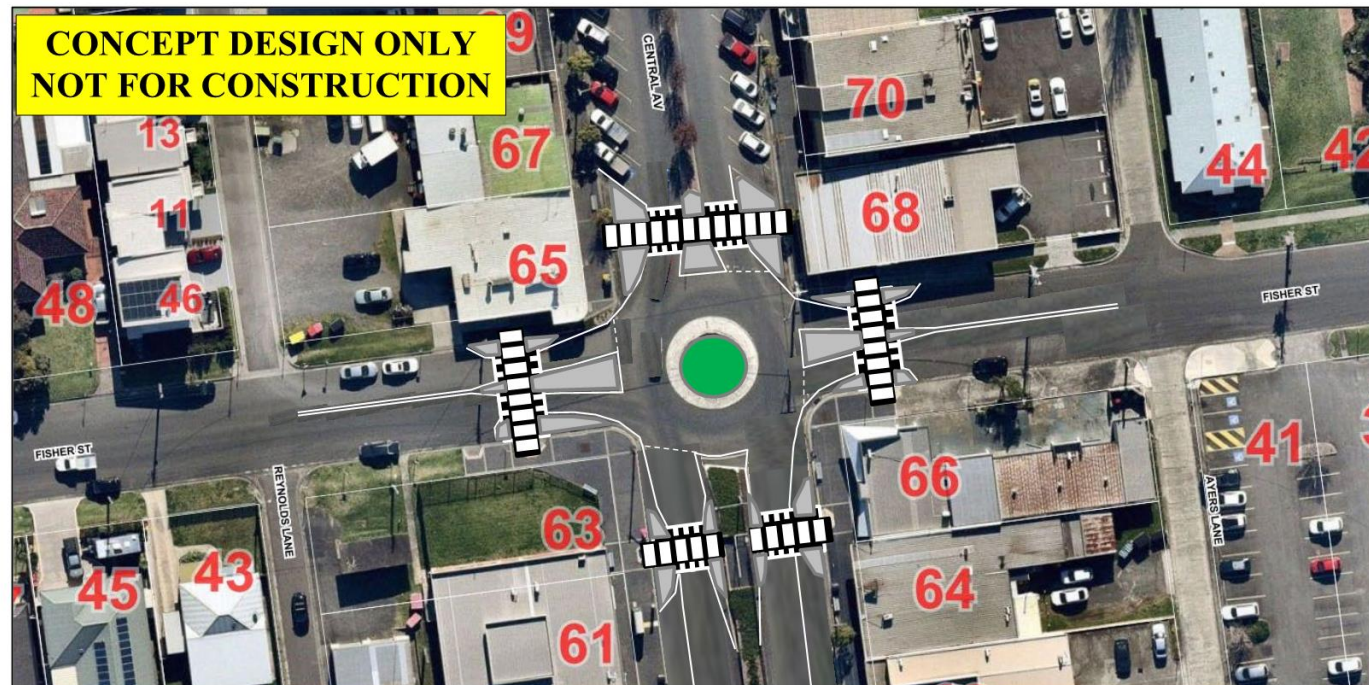
Attachments

1. Locality Plan – *Page 35*
2. Proposed Concept Plan – *Page 36*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Concept Plan

**Detailed Design Considerations**

- Install low maintenance grass at existing roundabout (reduce maintenance).
- Reconstruct pedestrian refuges & install raised pedestrian crossings at all legs (as per Austroads/Transport for NSW guidelines & Australian Standards).
- Design to ensure disability compliance (where grades permit) at all crossing points. This includes installation of tactile markers.
- Raised pedestrian crossings to consider drainage in design (may require bridging structure(s) over guttering).
- Design for storage of at least 1 vehicle (B85 minimum w/ B99 desirable) between the crossing point and intersection (minimise queuing in intersection).
- Relocate bus shelter and tactile markers (fronting #61 Central Avenue) further from crossing point.
- Undertake vehicle turning path assessment at all locations and minimise/eliminate impacts (includes bus turning assessments).
- Threshold height to be designed to eliminate risks of scraping by large vehicles (i.e. buses).

10.4. School Zone Infrastructure Sub-Program - Concept Designs

Item for Information

On 22 March 2021, Council was informed by Transport for NSW of the School Zone Infrastructure sub-program which is part of the \$540 million Federal Road Safety (NSW) Program. The key objective of this program is to improve pedestrian facilities along main pedestrian routes to and from school and within school zones. As many children walk and take public transport, routes to and from school are key risk areas for children around school start and finish times.

Shellharbour City Council submitted a total of eight (8) funding applications for locations across the Shellharbour Local Government Area (LGA) under round one of the School Zone Infrastructure Program for delivery in 2021/22. Transport for NSW recently confirmed that Shellharbour City Council was successful in securing funding for all eight (8) funding applications. Of these projects, seven (7) require Traffic Committee approval prior to installation. A summary of these projects are listed below with the concept plans of each project shown in the '**Attachments**' section of this report.

1. Flinders Public School (Willinga Road) - Proposed Raised Pedestrian (Wombat) Crossing
2. Mount Terry Public School (Terry Street) - Proposed U-Turn Bay
3. Oak Flats Public School (Griffiths Street & Moore Street) - Proposed Roundabout
4. Oak Flats Public School (Wentworth Street) Proposed Raised Pedestrian (Wombat) Crossing
5. Shell Cove Public School (Stradbroke Avenue) - Proposed Raised Pedestrian (Wombat) Crossing
6. Warilla North Public School (Oldfield Street) - Proposed Raised Pedestrian (Wombat) Crossing
7. Warilla Public School (Ulster Avenue) - Proposed Refuge Upgrade

Community consultation with relevant Schools, Premier Illawarra and nearby residents/businesses (61 in total) was undertaken during the month of July 2021. The outcomes of the consultation will be considered during the detailed design phase of the facilities.

Once the detailed design phase has concluded, additional community consultation will be undertaken prior to submission to the Shellharbour Traffic Committee for construction approval. The interim construction dates for these facilities is between

January 2022 - June 2022 and will be subject to detailed design and future approval by the Shellharbour Traffic Committee.

Please note that, whilst the raised pedestrian (wombat) crossings listed above will be converted to 24 hour crossing facilities, there will be no proposed change to the use of crossing supervisors or removal of red and white 'barber' poles (i.e. facilities to remain).

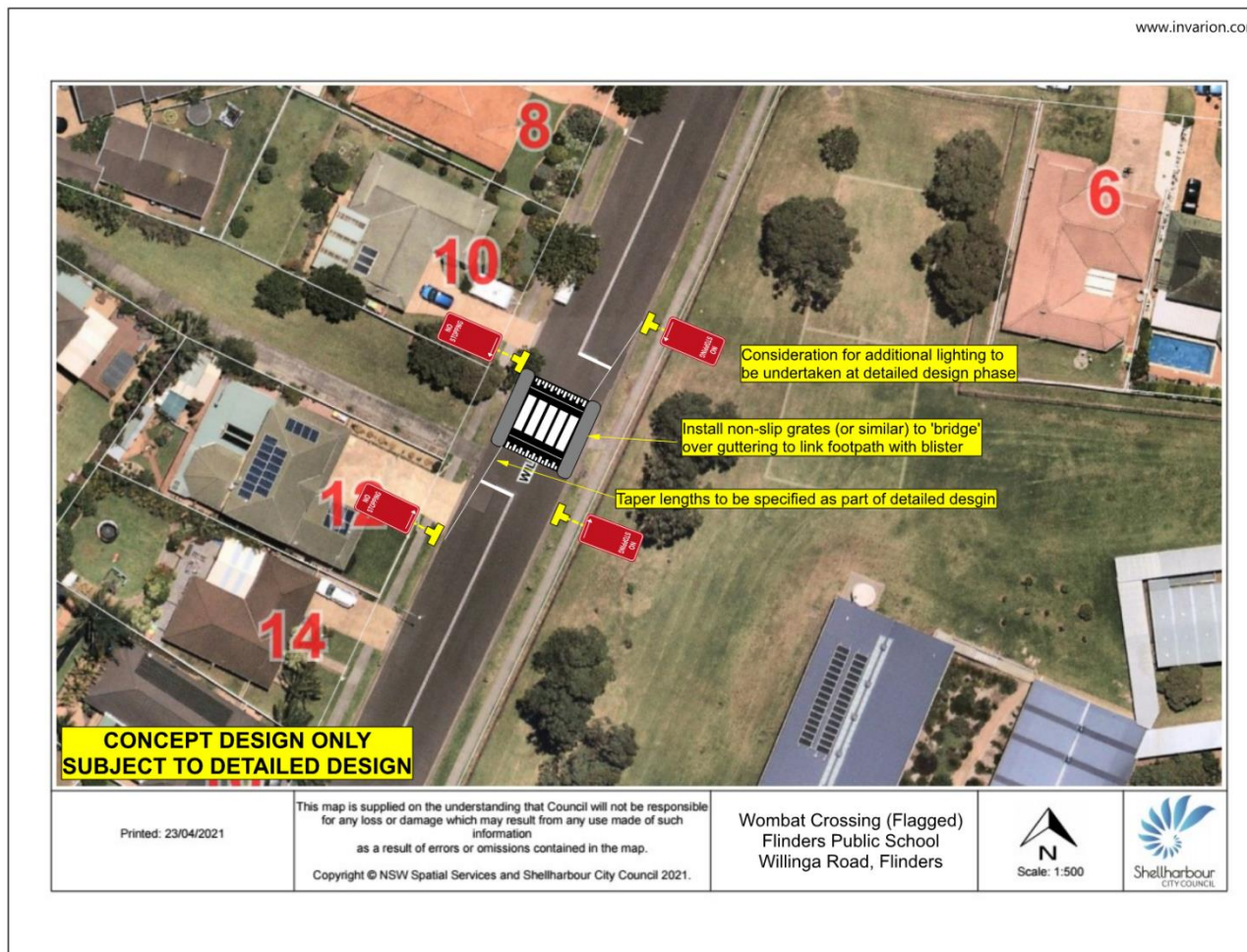
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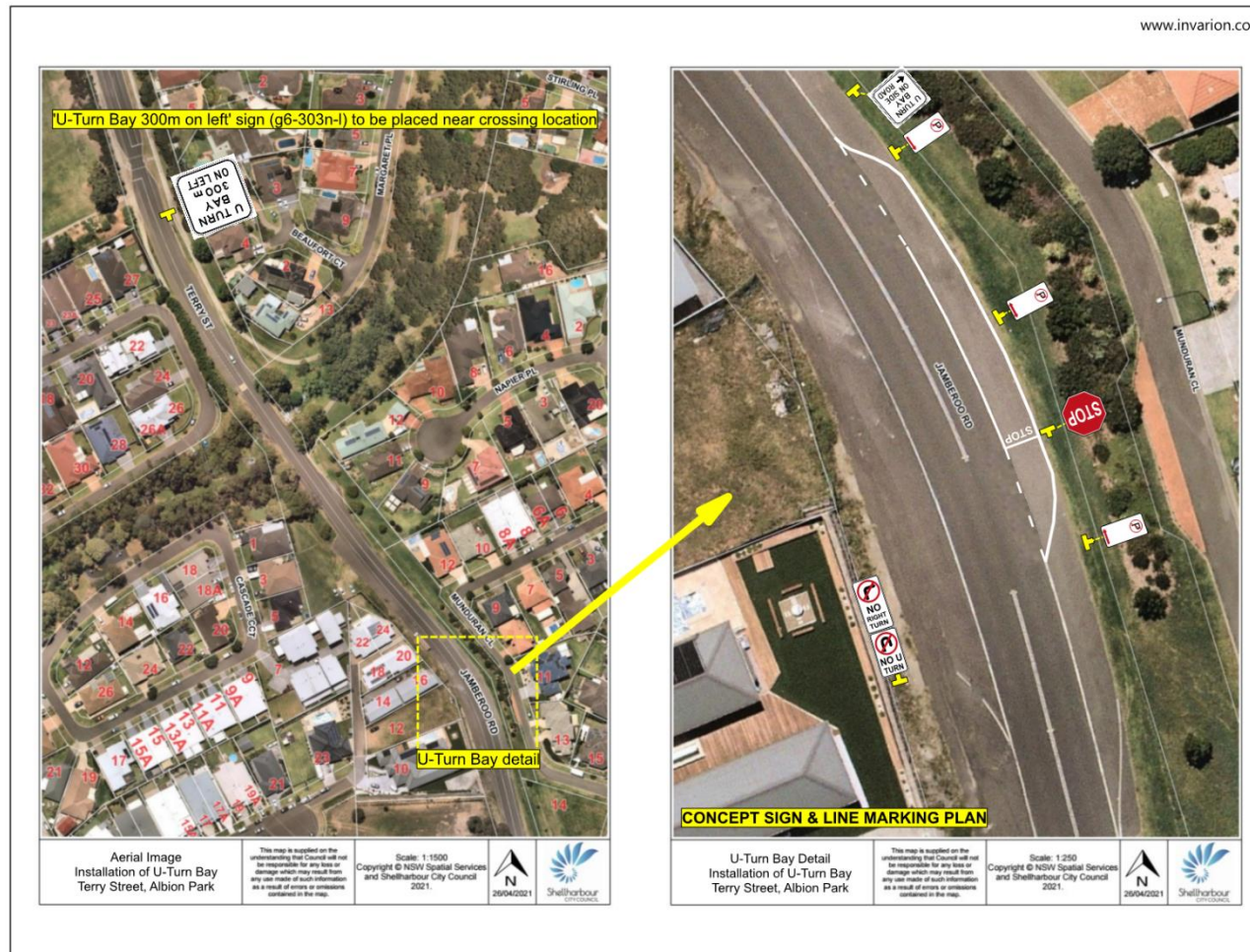
Attachments

1. Flinders Public School (Willinga Road) - Proposed Raised Pedestrian (Wombat) Crossing – *Page 39*
2. Mount Terry Public School (Terry Street) - Proposed U-Turn Bay – *Page 40*
3. Oak Flats Public School (Griffiths Street & Moore Street) - Proposed Roundabout – *Page 41*
4. Oak Flats Public School (Wentworth Street) Proposed Raised Pedestrian (Wombat) Crossing – *Page 42*
5. Shell Cove Public School (Stradbroke Avenue) - Proposed Raised Pedestrian (Wombat) Crossing – *Page 43*
6. Warilla North Public School (Oldfield Street) - Proposed Raised Pedestrian (Wombat) Crossing – *Page 44*
7. Warilla Public School (Ulster Avenue) - Proposed Refuge Upgrade – *Page 45*

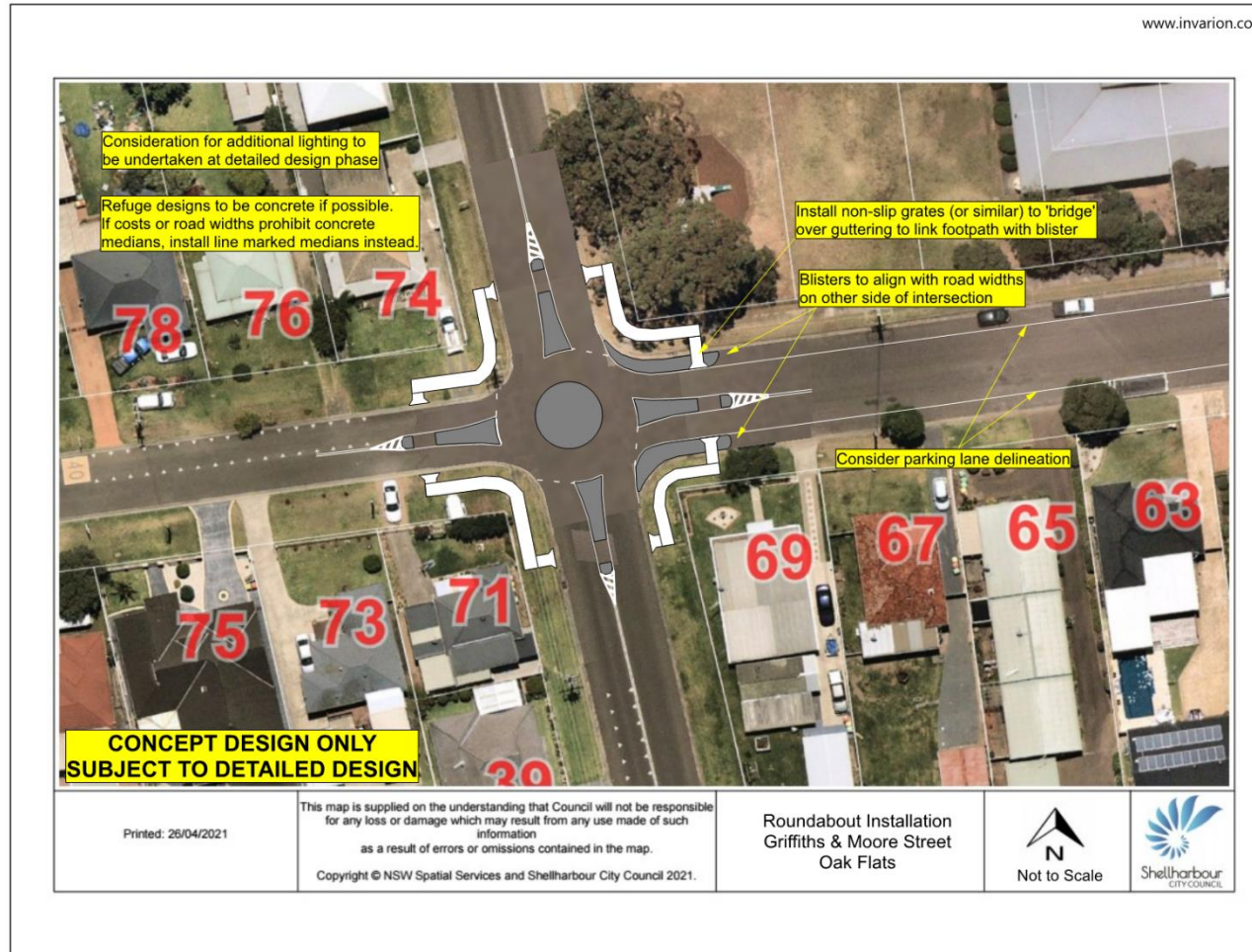
Attachment 1 - Flinders Public School (Willinga Road) - Proposed Raised Pedestrian (Wombat) Crossing



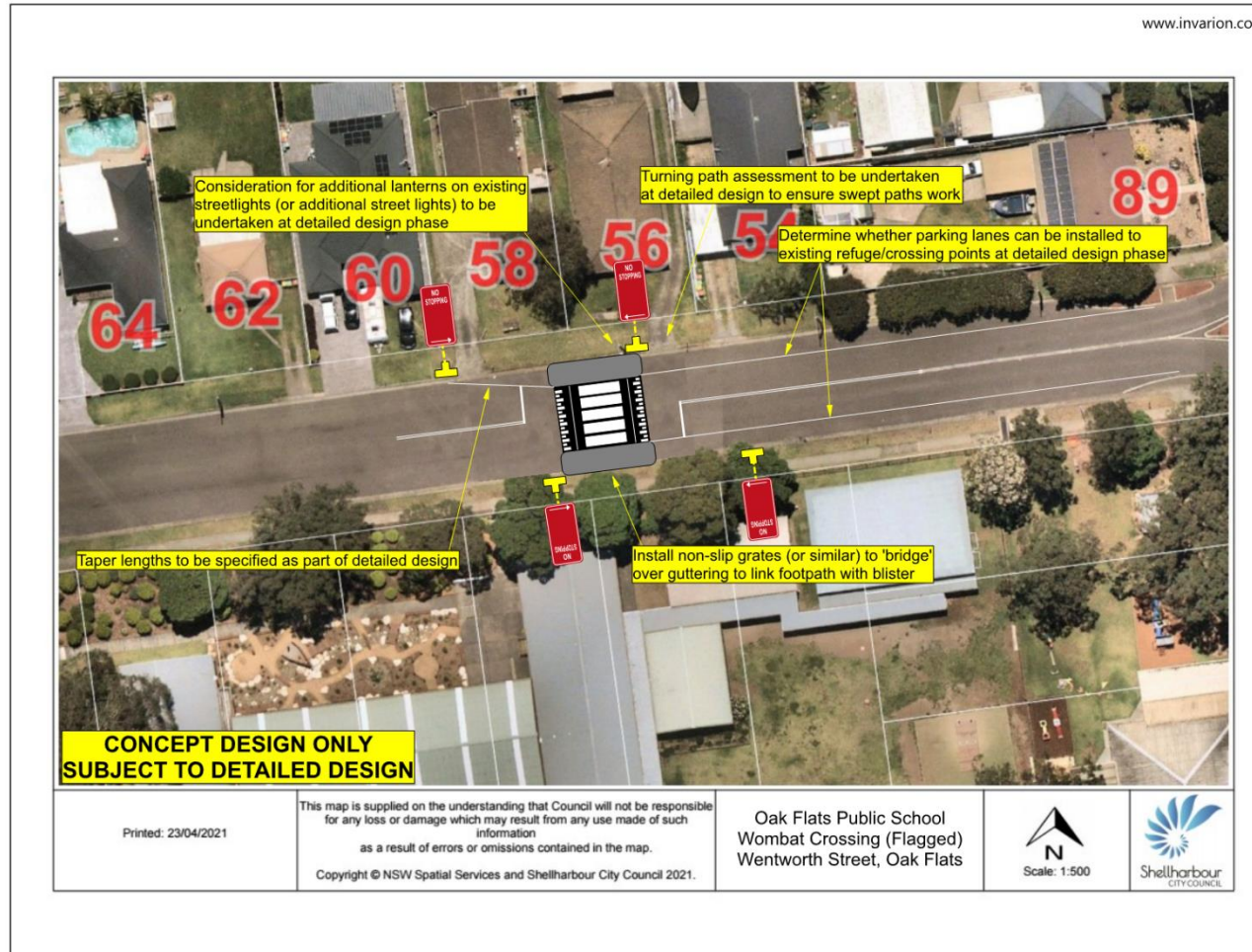
Attachment 2 - Mount Terry Public School (Terry Street) - Proposed U-Turn Bay



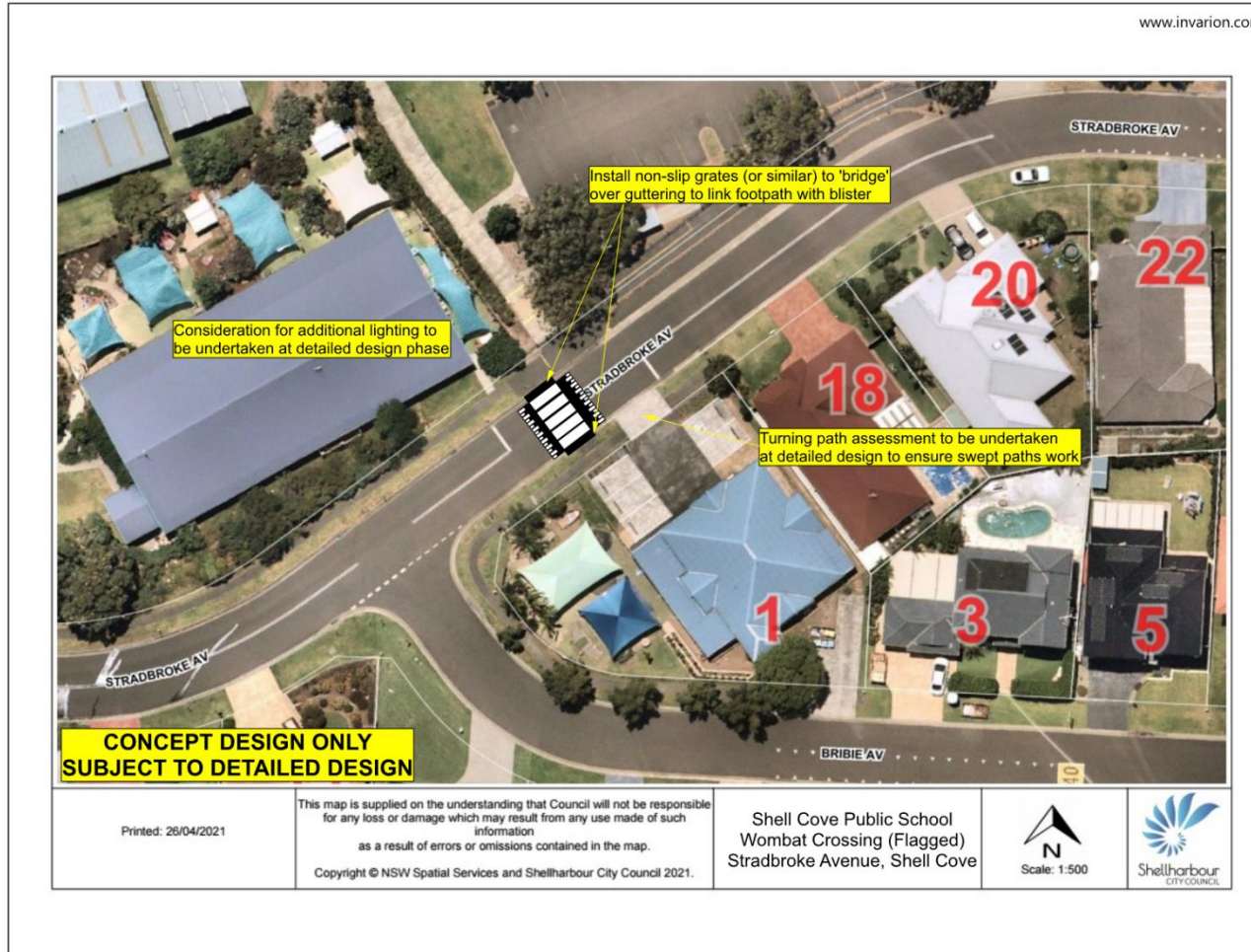
Attachment 3 - Oak Flats Public School (Griffiths Street & Moore Street) - Proposed Roundabout



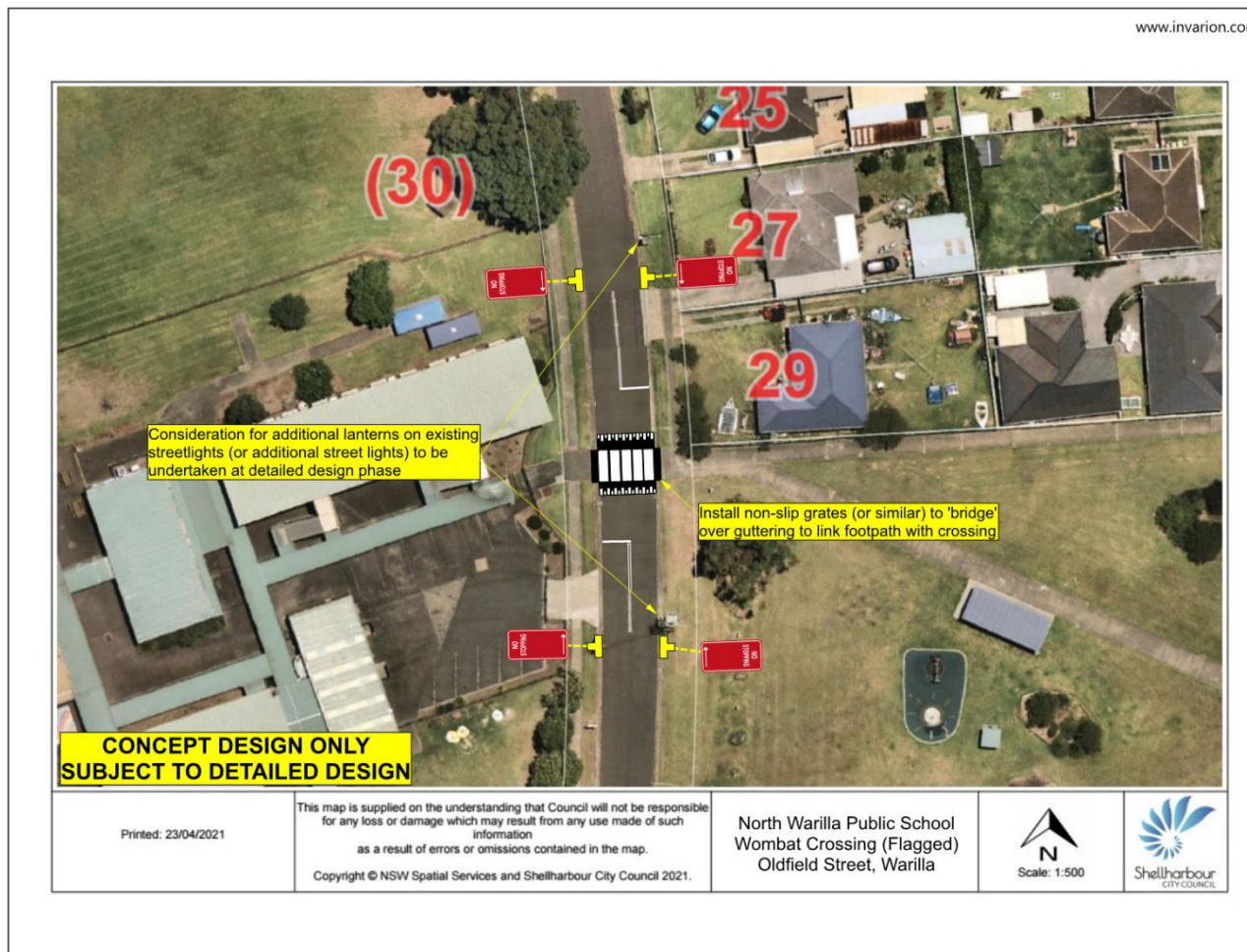
Attachment 4 - Oak Flats Public School (Wentworth Street) Proposed Raised Pedestrian (Wombat) Crossing



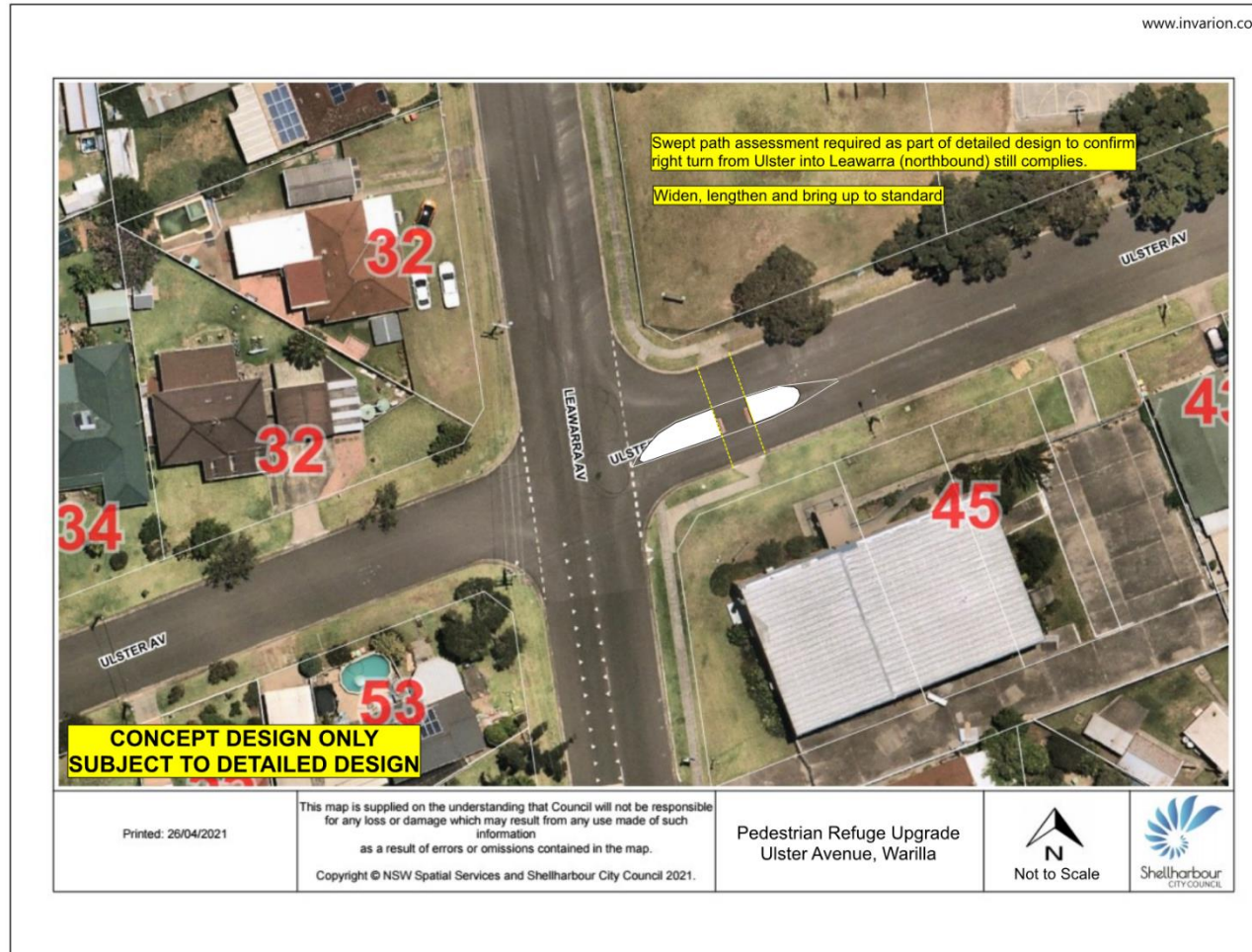
Attachment 5 - Shell Cove Public School (Stradbroke Avenue) - Proposed Raised Pedestrian (Wombat) Crossing



Attachment 6 - Warilla North Public School (Oldfield Street) - Proposed Raised Pedestrian (Wombat) Crossing



Attachment 7 - Warilla Public School (Ulster Avenue) - Proposed Refuge Upgrade



11. Next Meeting

Date: 1 September 2021