



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, 06 October 2021

Commencing at 9:30 AM

Remote – Online Teams

AGENDA

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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 September 2021

That the Minutes of the Traffic Committee Meeting held on 1 September 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. Proposed Road Closure - North Macquarie Road

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 temporary closure of North Macquarie Road for a period of two weeks (**Attachment 1**).

Background

As part of the Development Conditions of Consent for DA0701/2018 and CC0042/2020, the Developer is required to reconstruct North Macquarie Road (including utility services). To minimise disruptions, a Traffic Management Plan has been prepared detailing the proposed traffic management controls for the duration of works (**Attachment 2**).

A full two (2) week closure of that section of North Macquarie Road and Connection Drive, bounded by Scanlon Street and Stockman Street, will be required in February 2022. Detour options will be available via Scanlon and Stockman Street with details of this closure shown on the last page of **Attachment 2**.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- There will be impacts to motorists accessing the area during the duration of works.

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

- Senior Transport Engineer
- Manager Compliance & Regulation
- Road Safety Officer
- Works & Contracts Engineer

External

Nil.

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the temporary closure of North Macquarie Road for a period of two weeks as shown on the final page of Attachment 2, subject to the developer advertising the proposed road closure via a letterbox drop and VMS at least two weeks prior.

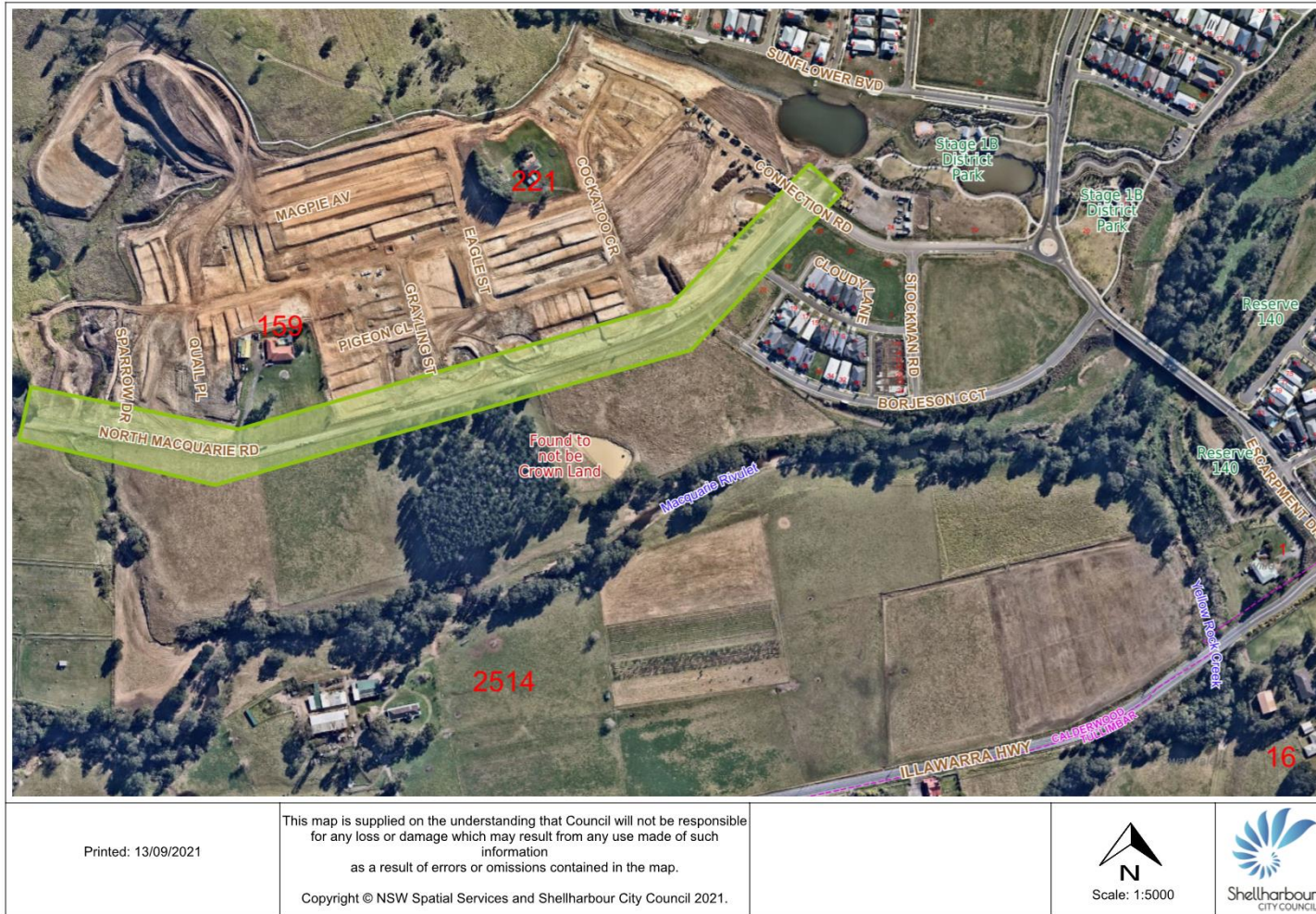
Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

1. Locality Plan – *Page 7*
2. Traffic Management Plan – *Page 8*

Attachment 1 - Locality Plan



Attachment 2 - Traffic Management Plan



Calderwood 3C1 TRAFFIC MANAGEMENT PLAN

Version 2 | Revision 2

30 August 2021



Traffic Management Plan –Calderwood 3C1

Construction

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Traffic Management Plan –Calderwood 3C1

Construction

Document Control

Traffic Management Plan – Calderwood 3C1				
Title	Name	Position	Date	Signature
Document Owner:	Josh Malafu	Project Engineer	17/03/2021	
Authorised by:	Tapp Lautasi	Project Manager	09/04/2021	
	Prepare a Work Zone TMP Expiry: 28.03.2022			
	Prepare a Work Zone TMP Card Number: 0051973802			
Approved by:	Lend Lease			
Distribution Register				
No.	Issue Date	Name	Position	
1.	09/04/2021	Tapp Lautasi	Project Manager	
2.	20/04/2021	Tapp Lautasi	Project Manager	
3.	30/08/2021	Tapp Lautasi	Project Manager	
4.				
5.				
6.				
Amendment Review Register				
No.	Date	Review Details	Approved	
1	20/04/2021	Amended to include responses to Council Queries		
2	30/08/2021	Amended to include TCP for Traffic Detour		

The latest revision of this plan is available in the Calderwood 3C1 folder in the Network Drive. If any unsigned hard copies of this document are printed, they are valid only on the day of printing. When revisions occur, the entire document will be issued with the revision number updated accordingly for each owner of a controlled copy. A hard copy of the Traffic Management Plan is available in the site office.

Traffic Management Plan –Calderwood 3C1

Construction

Site Details	
Project Title	Calderwood 3C1
Project Number	CN701
Project Location	129 – 221 North Macquarie Road, Calderwood NSW 2527
Project Client	Lend Lease
Project Client Representative	John Paul Taylor (LL) Johwelvic Bacolod (Superintendent - Craig and Rhodes)
Project Manager	Tapp Lautasi
Project Scope	The scope includes the bulk earthworks, retaining walls, civil construction, stormwater and culvert constructions, road construction including services such as Sewer works, water works, electrical, NBN and gas works
Project Start Date	March 2021
Project Finish Date	January 2022

Traffic Management Plan –Calderwood 3C1

Construction

Purpose

The Traffic Management Plan (TMP) provides information on how Cleary Bros as a Person Conducting a Business or Undertaking (PCBU) intends to manage traffic related risks on the Calderwood 3C1 Project

The plan details how work is to be undertaken and describes the effect on the general area especially its effect on public transport and passengers, cyclists, pedestrians, motorists and commercial operations.

Scope

The TMP is applicable to all Cleary Bros workers (employees and contractors) and other stakeholders throughout the duration of the Project. The TMP also includes the Traffic Control Plans (TCP) which have been developed for the project.

Its implementation and ongoing development will be the responsibility of the Project Manager.

Legal and Other Requirements

This plan is developed in accordance with the relevant legislation, Codes of Practice, Australian Standards and other requirement that can be found in the Legal and Other Requirements Register. This includes but is not limited to the NSW RMS Traffic Control at Worksites Technical Manual.

Project Overview

The project includes but is not limited to the civil works associated with Calderwood 3C1 and to a lesser extent 3C2;

- Bulk Earthworks;
- Stormwater and Culvert construction.
- Retaining Walls;
- Sewer Works;
- Potable Water Works;
- Electrical, NBN and Gas works;
- Subdivision Road Construction
- **North Macquarie Road Construction**

Project Methodology

To minimize disruptions and risk to the Calderwood residents during construction activities truck access to site will be as per the truck access plans in Appendix 1.

All deliveries of plant and materials will initially come to main site compound access – Gate 1 between the hours of 7am and 5pm. Deliveries will then either received at site office compound or continue on to Site Gate 3 both shown on Appendix 1.

Deliveries will be taken inside project fencing minimising any disruption to the public roads. Delivery drivers will be given the UHF channel 18 to co-ordinate their delivery with the Site Supervisor whom will ensure gates are opened to ensure trucks are not parked on public roads for extended periods.

Materials for the project will be stored in the site compound with the exception of bulk materials to be stored on site in completed lots close to the area of works and moved to their work areas by site trucks/vehicles when required.

Traffic Management Plan –Calderwood 3C1**Construction**

Materials that required craneage will be unloaded by Hiab on trucks or if required by a CB franna and dogman.

Roles and Responsibilities

Project Manager	Ensure Traffic Management Plan and Traffic Control Plan is developed by competent person. Have plans approved by relevant authority. Engage competent traffic controllers, ensure traffic control plan is implemented on site.
Site Supervisor	Implements and maintains the traffic control plan on site. Ensures the safe passage of traffic at all times. Ensure everyone on site is inducted and wears the appropriate approved clothing, regularly drives through the site to inspect traffic control layout recording any deficiencies and the action taken to rectify them.
Traffic Controllers	The traffic controllers engaged for the project are Direct Traffic. All controllers have the Blue Card and provide evidence of this prior to undertaking traffic control duties. Traffic Controllers are required to wear high visibility shirts and must follow Cleary Bros PPE requirements at all times
WHS Manager	Ensure the TMP is implemented on site by conducting site safety audits.

Traffic Management Risk Assessment

The risks associated with traffic management have been assessed and form part of the Project Risk Assessment for Calderwood 3C1 These risks include but are not limited to:

- Worker exposure to public traffic on North Macquarie Road
- Worker exposure to construction traffic and plant
- Movement of work vehicles on site

Traffic Management Controls

The following traffic management controls will be implemented on site:

Traffic Control Plans

All site Traffic Control Plans will be developed by a person holding a Prepare a Work Zone Traffic Management Plan qualification.

A typical stop slow setup TCP based on Traffic Control at Work Sites Manual (TCAWs) has been developed to be used where trucks need to enter or exit work site safely or as required along North Macquarie Rd while reconstructing the road

A new TCP has been drafted to be used to implement a detour via Scanlon St – This involves closing off the road at the most eastern section of North Macquarie Road which leads onto Connection Road. This will be implemented so services crossings including sewer and electrical as well as the new Roundabout works in vicinity could be built.

Please refer Appendix 1 for the applicable TCPs

Traffic Management Plan –Calderwood 3C1**Construction****Implementing and dismantling traffic control devices**

All traffic control devices installation, maintenance and dismantling is to be overseen by a person who holds the Implement Work Zone Traffic Control competency. This activity will be completed in accordance with the SWMS Installation of Traffic Control Plan.

Traffic Controllers

All traffic controllers will be appropriately trained in their duties and competent and hold the Traffic Controller accreditation. Traffic controllers will wear appropriate high visible PPE as outlined in the site rules.

Site Accesses and Vehicle Movement Plans

Site access gates has been developed to show the preferred travel paths for vehicles requiring access to the work site.

All truck movements only use Escarpment Drive and Connection Ave' to and fro. There is to be no truck movements from or to the Illawarra Hwy at the North Macquarie Drive junction.

Water Cart will be used regularly on the job to suppress dust and a sweeper truck will do a visit regularly to do a sweep up of the road as required.

Once bulk earthworks start and haul roads establish a Vehicle Movement Plan internally will be established for both Heavy Vehicles and Light Vehicles and will be located in the crib shed with travel routes marked on the plan. Any changes will be updated and to be discussed at daily pre-starts.

Roadwork speed zones

The speed limit on North Macquarie Road and nearby Council Roads in the Calderwood estate are not to be reduced as a result of any TCP. The traffic speed will on North Macquarie Road will remain at 40km per hour per the current configuration. All works within 1.2m of the fog line will have traffic barriers installed to protect the workers from any wayward vehicles

Monitoring of Traffic Control Devices

These traffic control devices will be regularly checked (at a minimum once per shift) using the Cleary Bros Traffic Control Checklist or the traffic controller contractors checklist to determine all signage is in place. These checks are completed by a person holding an Implement Work Zone Traffic Control qualification.

Pedestrians

Pedestrians routes will not be affected to these works as the majority of the works are carried out on the inside greenfield areas. However when rebuilding North Macquarie Road, pedestrian routes will be provided any signage erected needed to be erected as far as possible away from Pedestrian paths.

Emergency Management

In the event of an emergency relating to traffic management the Site Supervisor is to be contacted immediately.

Traffic Management Plan –Calderwood 3C1

Construction

Review of Traffic Management Plan

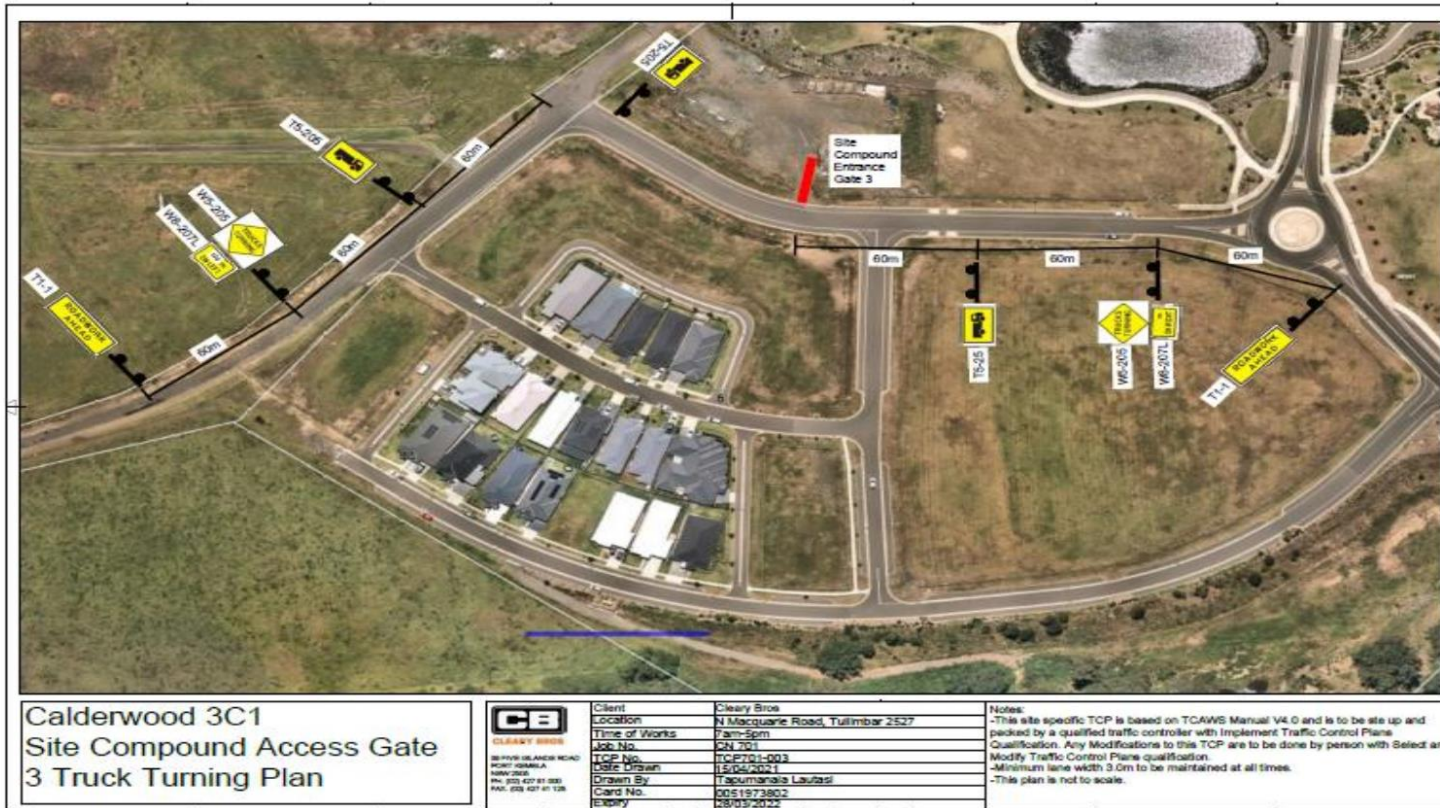
The TMP will be reviewed in the following circumstances:

- When changing stages on site
- Following any significant incident involving the traffic management on the project
- Any relevant changes in legislation
- Any relevant changes in technology
- Identification of a requirement to alter the plan following a risk assessment of traffic management

Traffic Management Plan – Calderwood 3C1

Construction

Appendix 1

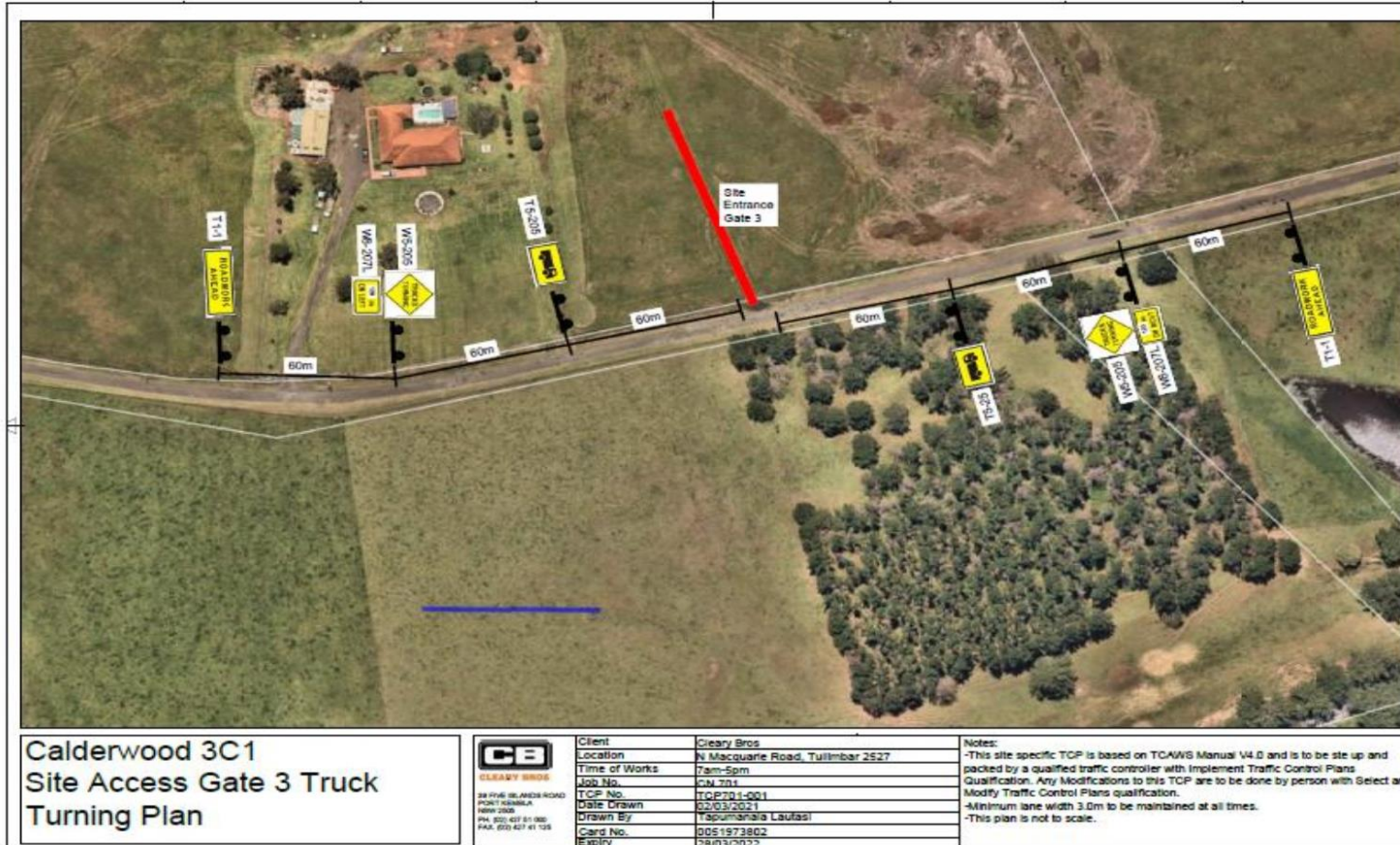


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Traffic Management Plan – Calderwood 3C1

Construction



Title: Traffic Management Plan: Calderwood 3C1
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Traffic Management Plan – Calderwood 3C1

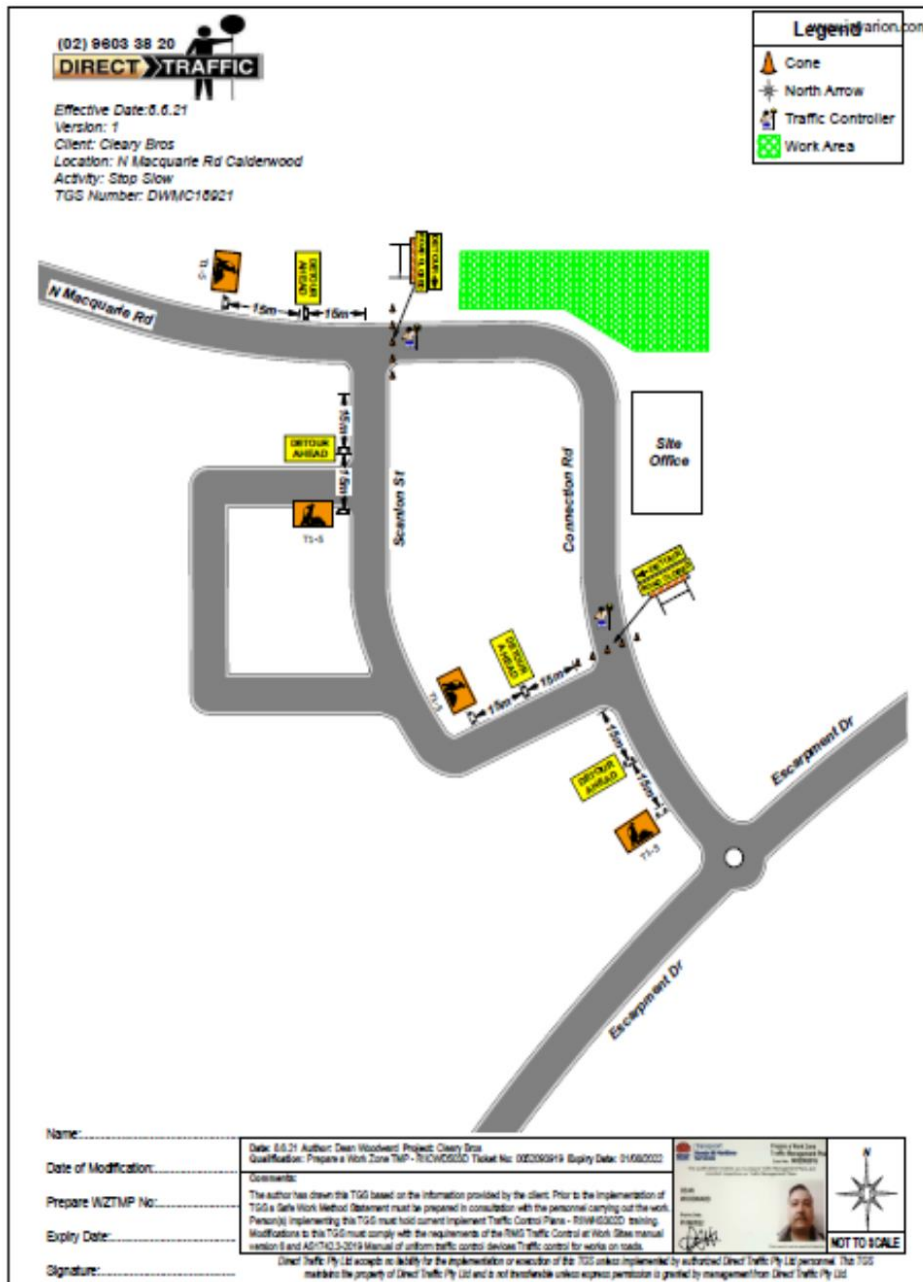
Construction

**Calderwood 3C1
 Stop Slow Set Up**

	Client Cleary Bros	Notes -This site specific TCP is based on TCAIWS Manual V4.0 and is to be set up and packed by a qualified traffic controller with Implement Traffic Control Plans Qualification. Any Modifications to this TCP are to be done by person with Select and Modify Traffic Control Plans qualification. -Minimum lane width 3.0m to be maintained at all times. -This plan is not to scale.
39 FIVE ISLANDS ROAD POINT KEMBLA NEW SOUTH WALES 2258 PH: 02 432 81 000 FAX: 02 432 41 155	Location N Macquarie Road, Tullimbar 2527	
	Time of Works 7am-5pm	
	Job No. CN 701	
	TCP No. TCP701-001	
	Date Drawn 02/03/2021	
	Drawn By Tasumanais Lautasi	
Cont No. RPS 1973802		
Expire 28/03/2021		

Title: Traffic Management Plan: Calderwood 3C1
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8.2. Conversion to One-Way Street - Hopetoun Lane, Oak Flats

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 endorsement from the Committee for Hopetoun Lane, Oak Flats to be converted to a one-way lane with an on-street delineated pedestrian lane (**Attachment 1**).

Background

A report for the installation of a 'No Parking' zone along Hopetoun Lane, Oak Flats was submitted to the 7 July 2021 Shellharbour Traffic Committee. The report raised pedestrian safety concerns due to the inadequate footpath width for pedestrians to traverse Hopetoun Lane. The installation of the 'No Parking' zone was approved by Council as an interim safety measure only until a more permanent solution to improve pedestrian safety is implemented.

Council's Transport team are proposing to convert Hopetoun Lane to a one-way lane with an on-street delineated pedestrian lane (**Attachment 2**) to improve pedestrian safety along Hopetoun Lane. Community consultation was undertaken during the months of August and September 2021 with a summary of results provided under the 'external consultation' section of this report and within **Attachment 3**.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- Improved pedestrian safety due to delineation of pedestrian lane.
- Converts Hopetoun Lane to a one-way street prohibiting vehicles from travelling southbound.

- No Stopping zone to replace the temporary No Parking zone (vehicles can no longer stop to drop off passengers on the eastern side of the lane).
- Residents on the eastern side of Hopetoun Lane will be required to place their bins on the western side of Hopetoun Lane for waste collection. This is a standard procedure for one-way lanes/streets in Wollongong City Council's Local Government Area.

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

- Senior Transport Engineer
- Manager Compliance & Regulation
- Road Safety Officer
- Waste Contract Manager

External

- REMONDIS (via Waste Contract Manager)
- Residents/Businesses (194) in close proximity to proposed changes with 12 respondents (11 of which had no objection to the proposal)

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the conversion of Hopetoun Lane, Oak Flats, to a one-way lane with an on-street delineated pedestrian lane as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

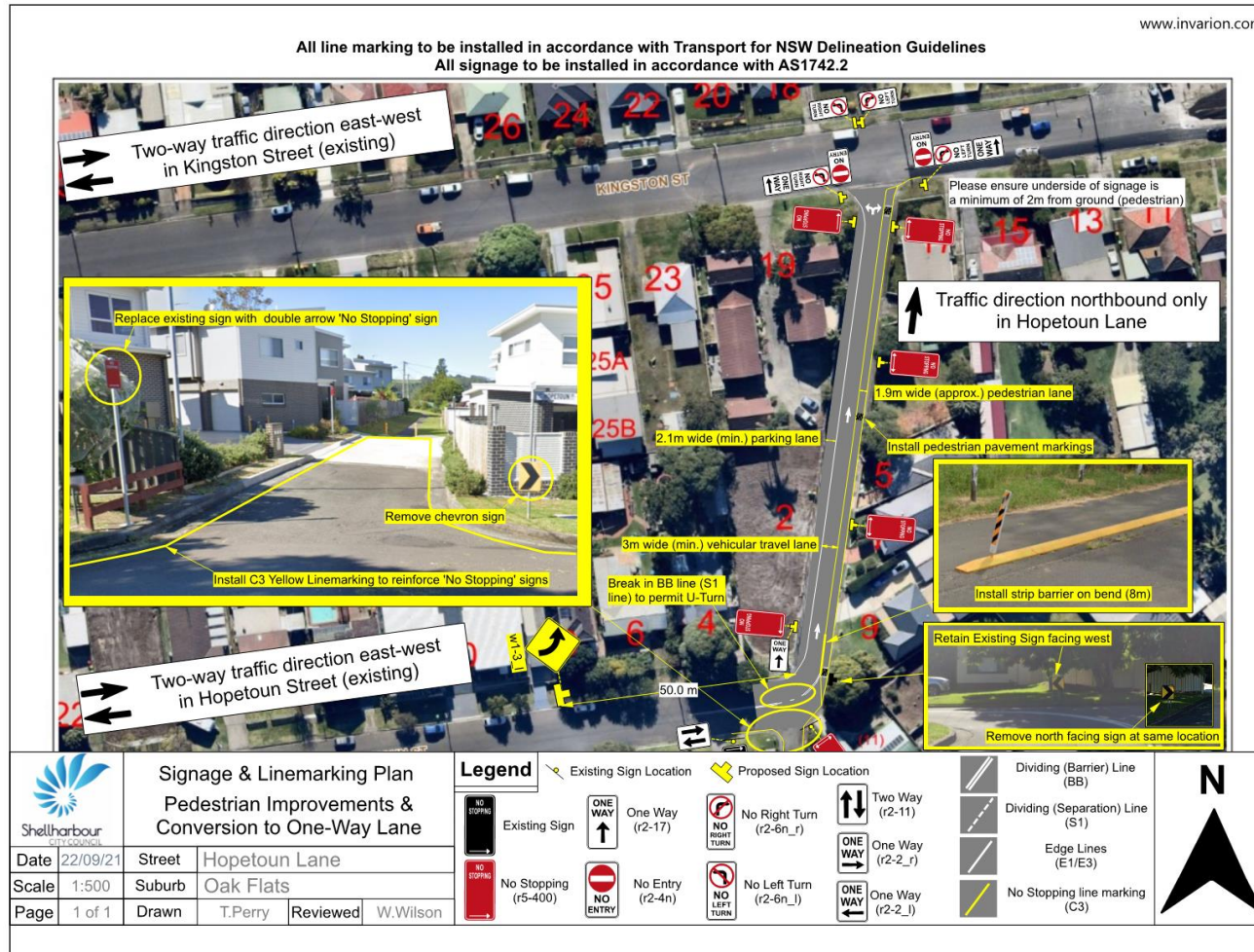
Attachments

1. Locality Plan – *Page 23*
2. Signage & Linemarking Plan – *Page 24*
3. Community Consultation Feedback – *Page 25*

Attachment 1 - Locality Plan



Attachment 2 - Signage & Linemarking Plan



Attachment 3 - Community Consultation Feedback

#	Consultation Feedback	Details of Feedback	Council Officer Comments
1	Objection	Disagree with proposal due to personal desire of travelling southbound in area. Request for southbound priority if any changes are to be made.	Noted - Central Avenue and Kingston Street intersection can be utilised as an alternative route for access to Hopetoun Street from the north or to head south from Kingston Street.
2	No-Objection/ Suggestion	<p>a) Travelling in a northern direction along Hopetoun Lane the entry into Kingston Street can often be quite dangerous due to site obstructions from parked vehicles when exiting.</p> <p>b) Traffic flowing South on Hopetoun Lane will be safer than traffic travelling north and needing to turn into Kingston Street. A much better option would be to have the traffic flowing south from Kingston Street into Hopetoun Lane as this would remove the problem of lack of vision.</p>	<p>a) Noted – existing parking design in accordance with NSW Road Rules. Location to be monitored post-installation to determine whether additional parking restrictions are required to improve sight distance for motorists exiting Hopetoun Lane.</p> <p>b) Southbound traffic flow was considered however northbound was preferred due to:</p> <ul style="list-style-type: none"> - Undesirable conflict point for vehicles heading eastbound on Hopetoun Street and vehicles heading southbound on Hopetoun Lane. Design would increase likelihood of head-on collision or 'T-bone' crash at a corner with low sight distance. - Southbound traffic flow results in far greater travel times for the alternative routes (i.e. right turn into Kingston Street from Central Ave cannot be performed = longer travel times).
3	No-Objection/ Suggestion	<p>a) This definitely would reduce the congestion on the road. The lane marking to delineate pedestrian walking would also increase safety for the residents of Oak Flats etc. Is there any chance we can keep Hopetoun Lane a 2 way street and still install 'No parking' signs and a pedestrian/bicycle lane?</p> <p>b) I would like to add a request perhaps to extend the pedestrian laneway or pathway into Hopetoun street since there are many people who would utilise it. It would certainly increase safety as more cars are parking along Hopetoun Street now (on both sides). Pedestrians, especially mothers with prams, have to resort to walking on the road, skirting parked cars.</p>	<p>a) The current design balances existing on-street parking with improvements to pedestrian safety. Retention of a 2-way lane and pedestrians/cyclist lane would result in the complete removal of on-street parking. The complete removal of on-street parking at Hopetoun Lane is not supported at this point in time.</p> <p>b) Council will be preparing a Pedestrian Access Mobility Plan (PAMP) in the 2022/23 financial year. The PAMP will identify existing footpaths and shared paths across the Shellharbour local government area and highlight any gaps within the existing network. The installation of a footpath at Hopetoun Lane will be considered as part of the preparation of this plan.</p>

4	No-Objection	It is a great pleasure to be informed that finally Hopetoun Lane, Oak Flats will become a one-way street. It took Council too many years to realise the traffic danger the current condition creates. Is the strip barrier meant for pedestrian access?	The strip barrier is intended to provide additional physical separation between the vehicular travel lane and pedestrian zone. It is considered to be particularly important on the corner/bend to deter vehicles from taking the corner 'too wide' and traveling within the pedestrian zone.
5	No-Objection	Traffic volumes, speeds, vehicles cutting the corner of Hopetoun Lane & Hopetoun Street and the fact is no room for people to walk safely, without having to walk on the road have all been concerns of residents in the area for a long time now. We would happily welcome council's proposal and look forward to seeing this come to fruition!	Noted.
6	No-Objection	I was very pleased to receive the letter, proposing the new traffic conditions for Hopetoun Lane. I often walk down the lane, and I have had cars come so close to me, it is truly frightening. I think turning it into a one way lane is a great idea, plus the no parking. I certainly hope these new traffic conditions go ahead as quickly as possible.	Noted.
7	No-Objection	<p>a) We are happy to agree to the alteration, and to congratulate Council on its speedy movement to consider the necessity of a permanent solution to pedestrian safety. Acknowledge the loss of parking and restriction of southbound traffic flow however these are considered a minor inconvenience when compared to safety benefits. Thank you for inviting us to have input into this decision-making process.</p> <p>b) Will residents need to pull bins across the opposite side of the road to be serviced?</p>	<p>a) Noted.</p> <p>b) Yes - If specific questions regarding waste collection remain, Council can discuss these directly with resident(s).</p>

8	No-Objection	<p>a) My family and I think this is a wonderful idea and support it fully. When walking or riding our bikes along Hopetoun Lane we find it very scary, especially since we have young children. Changing it to a one way street with no parking and a pedestrian strip will solve this problem.</p> <p>b) Is it no longer a rule that new developments need to have a footpath?</p>	<p>a) Noted.</p> <p>b) Depends on the type/size of development. Generally speaking, large subdivisions do have a footpath component where a developer must consider the installation of footpath network(s). Smaller developments however, such as single lots or a few town houses, generally don't have a requirement to install footpaths. This ensures that the overall footpath and shared-use path network in the Shellharbour Local Government Area is installed and maintained strategically.</p>
9	No-Objection	<p>Very happy with the proposal and I hope it will be accepted by the Committee and at the Council meeting.</p>	<p>Noted.</p>
10	No-Objection	<p>a) Can Council make developers provide ample off street parking that actually fits a normal size car? I think having no parking along the lane is a good idea, but I also believe developers need to provide proper off street parking in their designs by allowing for two cars per house.</p> <p>b) If you were going to put in raised speed humps it would only be useful from Hopetoun street further back from the corner. The corner itself is sharp and can cause wide turning.</p>	<p>a) Vehicle parking rates and dimensions per development type is assessed on a merits based approach in accordance with the Development Control Plan and Australian Standards of the time.</p> <p>b) The installation of traffic calming facilities (such as speed humps) requires data collection to support installation. Council undertakes routine and ad-hock collection of traffic data on its network of local roads and uses this data to manage traffic and develop strategies for funding road safety improvements within the city. Hopetoun Lane has been added to our data collection program and will be prioritised against other locations across the Shellharbour Local Government Area.</p>
11	No-Objection	<p>I think what is proposed has merit and would prove to be beneficial to the local community. Suggestions:</p> <p>a) Extend the strip barrier further around the bend</p> <p>b) Mark the whole length of Hopetoun Lane pedestrian strips with yellow linemarking to more visibly delineate the pedestrian lanes and reinforce No Stopping.</p> <p>c) Install barrier strips on both sides</p>	<p>a) Continuing the strip barrier may impact on vehicle manoeuvring for the property on the corner. It is considered that the proposed length is sufficient at this point in time.</p> <p>b) Plan amended to install yellow linemarking for the full length and either side of the pedestrian zone as per suggestion.</p> <p>c) Installing barrier strips on both sides may impact on vehicle manoeuvring for the property on the corner. It is considered that the proposed length is sufficient at this point in time.</p>

12	No-Objection	<ul style="list-style-type: none"> a) What are the waste collection procedures for residents on the eastern side (particularly at the corner)? b) What measures will be in place to prohibit U-turns on the corner of Hopetoun Street and Hopetoun Lane? c) What parking will be allowed and not allowed on Hopetoun Lane and Hopetoun Street? Please consider the parking impacts. 	<ul style="list-style-type: none"> a) Residents on the eastern side of Hopetoun Lane will be required to place bins on the kerbside on the opposite side of the road (i.e. western side). For the corner block, the bin can be placed either on the side street (not on Hopetoun Lane) or on the opposite side of the road as stated above. This is a common procedure for Wollongong City Council and is to be adopted at this location to ensure servicing is not an issue. If specific questions regarding waste collection remain, Council can discuss these directly with resident(s). b) No measures will be put in place to prohibit this manoeuvre. Traffic will only travel northbound which minimises risk of crash likelihood for U-turn. c) Parking will be permitted on the western side of Hopetoun Lane however parking will be prohibited on the eastern side of Hopetoun Lane to make way for pedestrian only access. The loss of on-street parking on the eastern side has been considered however, on balance, the safety of pedestrians accessing the laneway is considered to be a high priority for this project.
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8.3. Modification of Central Median - Queen Street, Lake Illawarra

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 endorsement from the Committee for the modification to an existing central median and the installation of chevron linemarking at Queen Street, Lake Illawarra (**Attachment 1**).

Background

Council's Asset Strategy team have identified the modification to the central median island at Queen Street, Lake Illawarra, within Council's 2021/22 Capital Works Program. The current median strip on Queen St limits right hand turning movements into the laneway and shopfront parking, however, motorists still cross the median to access the laneway, creating maintenance and safety issues. To address these issues, it is proposed that a portion of the median be removed and be replaced with chevron linemarking in its place (**Attachment 2**). It is noted that the intention of these works is to minimise the maintenance issues caused by vehicles traversing the grassed median and not to create a dedicated right turn lane for motorists.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- Minimal impact to 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

Consultations

The following consultations were undertaken:

Internal

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

External

- Transport for NSW Shellharbour Traffic Committee representative

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the modification to the existing central median and the installation of chevron linemarking at Queen Street, Lake Illawarra as shown in Attachment 2.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

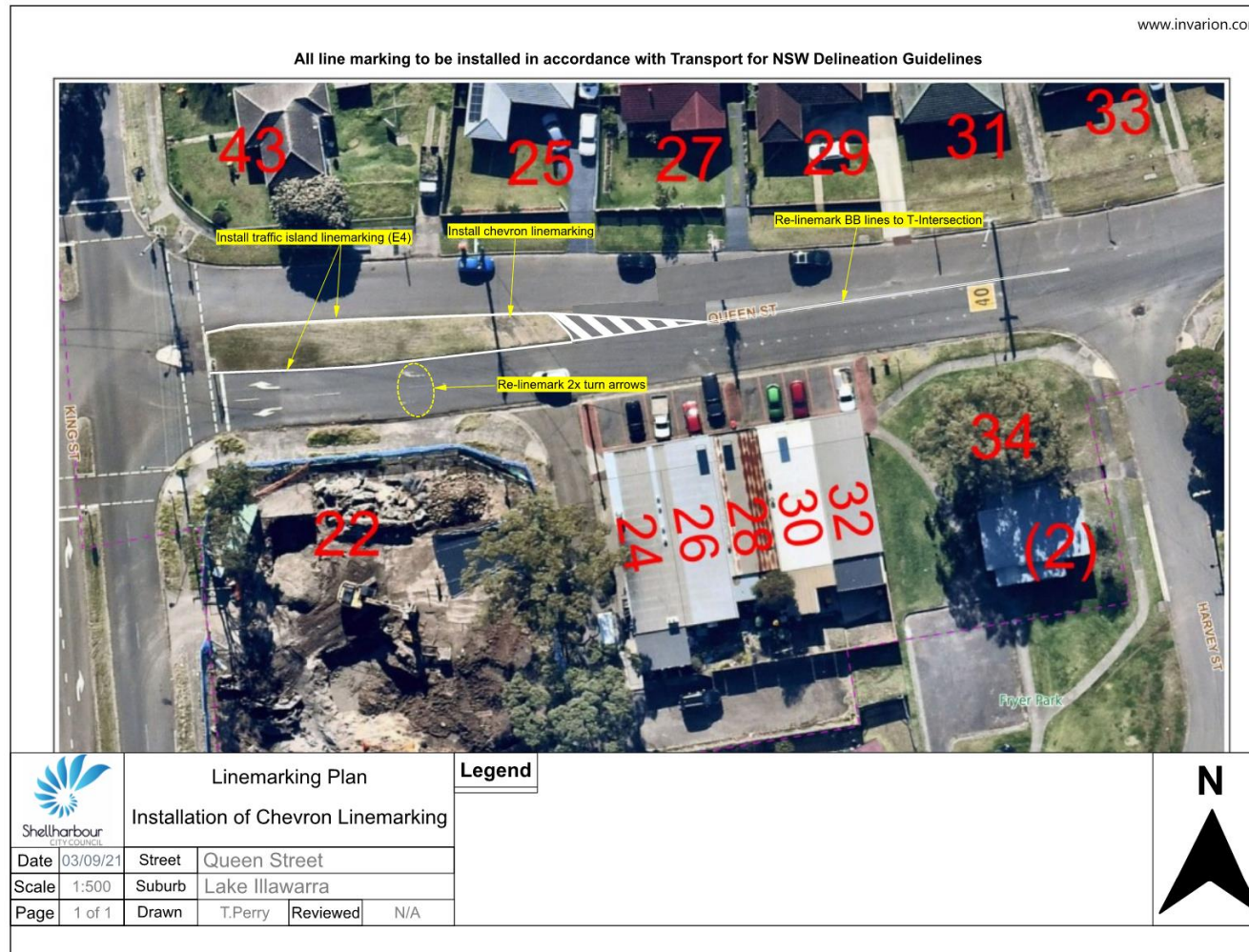
Attachments

1. Locality Plan – *Page 31*
2. Proposed Linemarking Plan - *Page 32*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Linemarking Plan



8.4. Bus Zone Modification - Pur Pur Avenue, Lake Illawarra

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 endorsement from the Committee for the modification to the existing 'Bus Zone' and 'No Stopping' zones at Pur Pur Avenue, Lake Illawarra (**Attachment 1**).

Background

Council received one (1) customer request for the modification of the bus zone adjacent to Lake Illawarra South Public School to provide additional on-street parking for the community picking up and dropping off students.

To increase on-street parking provision, Council's Transport team are proposing that the existing 'Bus Zone' and 'No Stopping' zones be reduced in accordance with **Attachment 2**. The proposal ensures that the departure 'No Stopping' length is the minimum of 10m in accordance with AS1742.10 and the 'Bus Zone' is a minimum of 30m in length as requested by Premier Illawarra representatives.

Financial / Resources Implications

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

Legal and Policy Implications

Nil.

Public / Social Impact

- Increase in on-street parking provision for the community picking up and dropping of students
- Reduction of 'Bus Zone' length

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

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

External

- Premier Illawarra: No objection to proposal provided that the 'Bus Zone' is a minimum of 30m in length.
- Principal of Lake Illawarra South Public School: No objection to proposal and has requested that the School be notified at least two (2) weeks prior to commencement of works.

Political Donations Disclosure

Not Applicable

Committee Recommendation

That Council approve the modification to the existing 'Bus Zone' and 'No Stopping' zones at Pur Pur Avenue, Lake Illawarra as shown in Attachment 2.

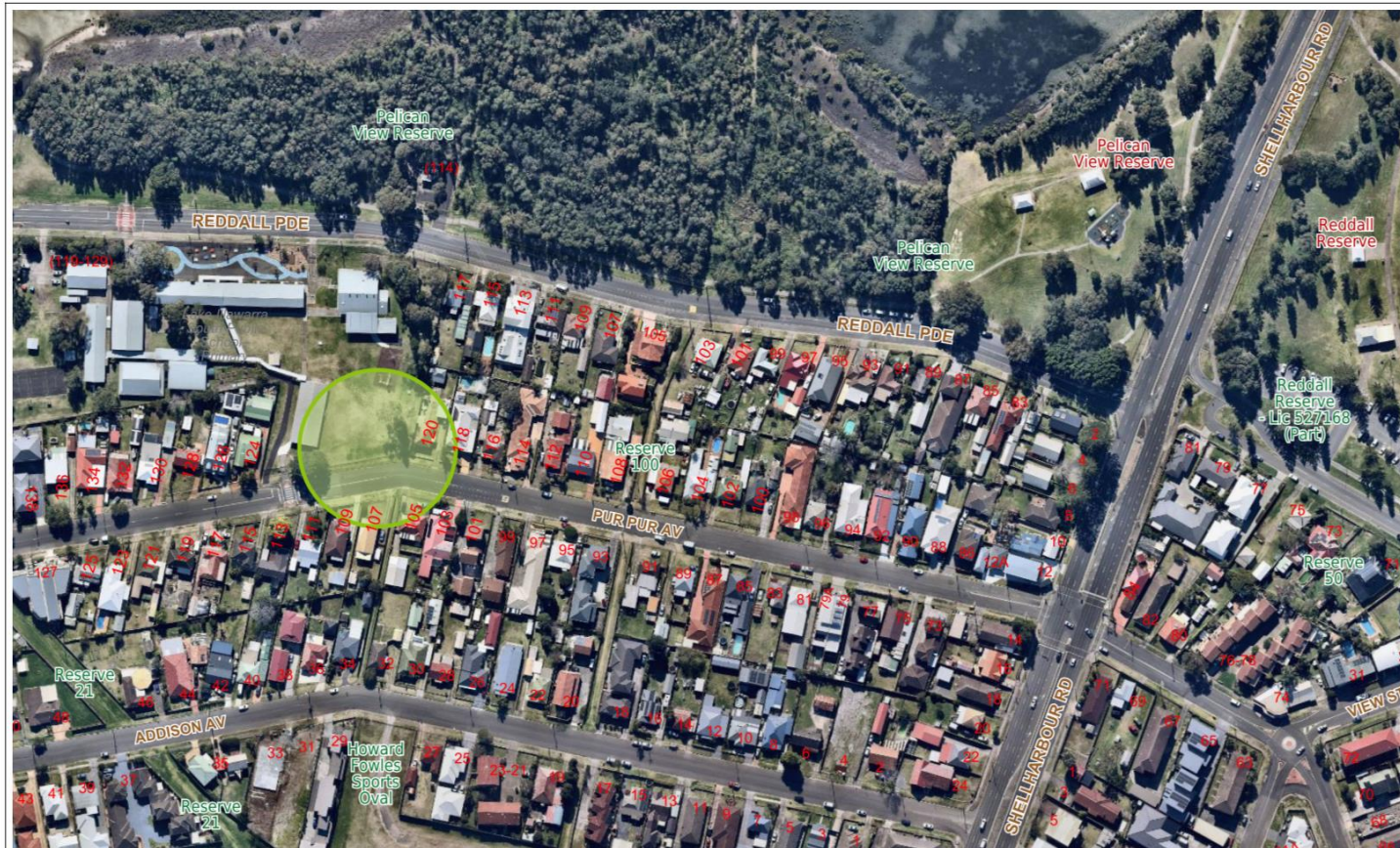
Approved By



Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

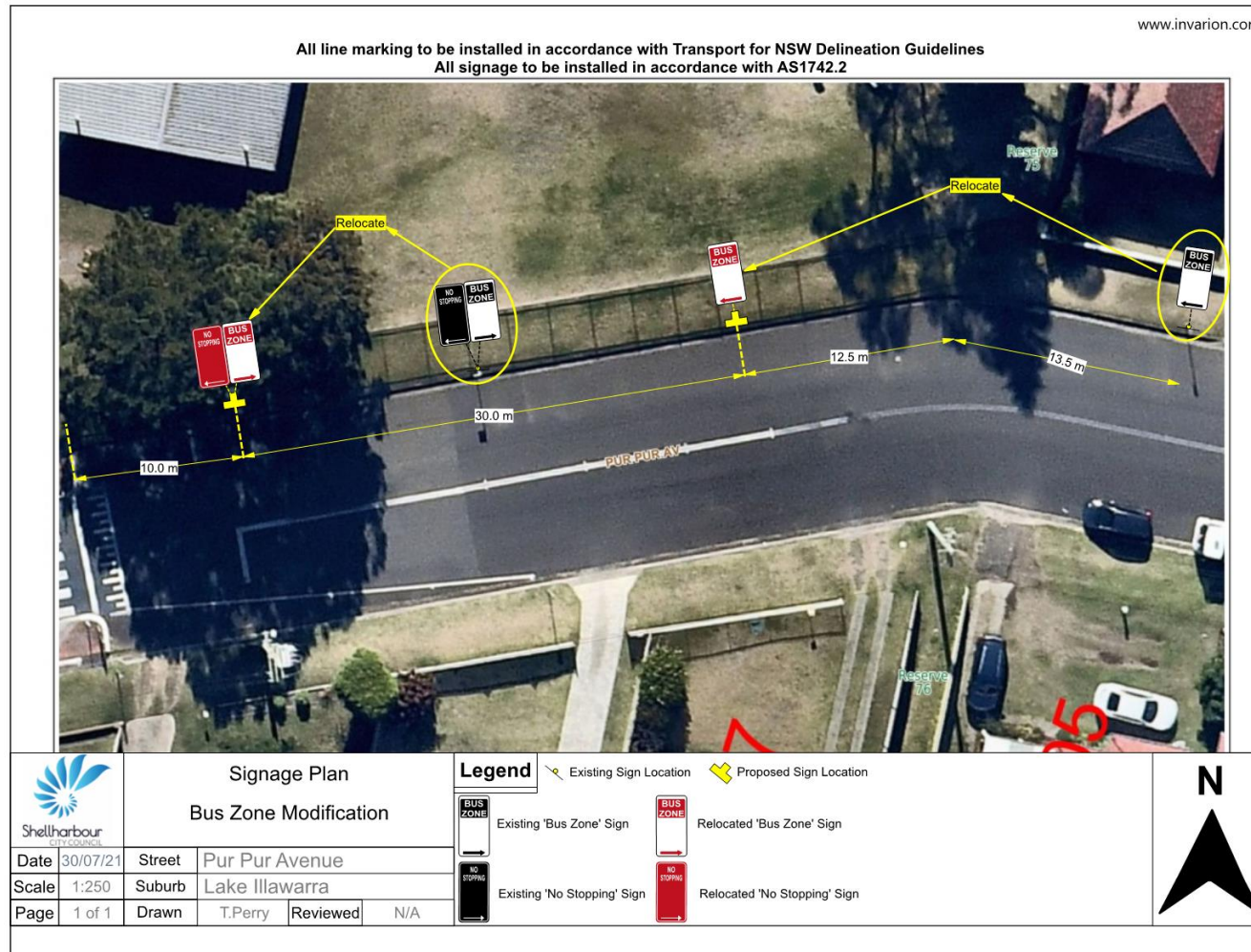
1. Locality Plan – *Page 36*
2. Signage Plan – *Page 37*

Attachment 1 - Locality Plan



<p>Printed: 10/09/2021</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.</p> <p>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



9. General Business**10. Items for Information****10.1. Proposed Partial Road Closure - Dunmore Road, Dunmore****Item for Information**

As part of the Shell Heights Stages 2 & 3 subdivision works (DA0594/2014), a roundabout is to be constructed at subdivision entrance (**Attachment 1**). At least one lane of traffic will be kept open for the duration of works. The proposed works will be assessed and approved at an Officer level as part of Council's Standard Section 138 process.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

1. Construction & Traffic Management Plan – *Page 39*

Attachment 1 - Construction & Traffic Management Plan

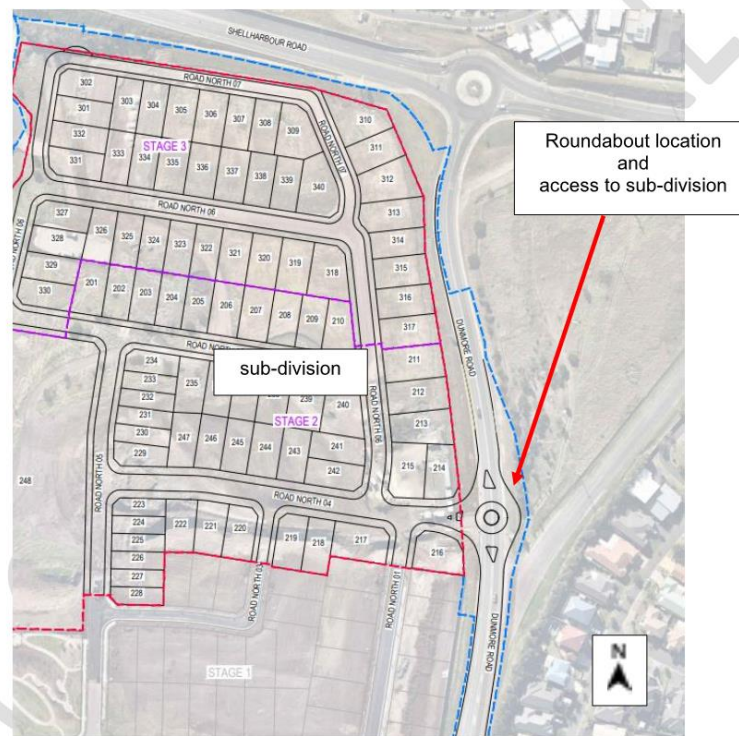
Construction & Traffic Management Plan v1

Roundabout on Dunmore Rd Shell Cove

CONSTRUCTION & TRAFFIC MANAGEMENT PLAN

Construction of roundabout for access to the Shell Heights subdivision on Dunmore Road at Shell Cove, NSW

Development Consent No. 594/2014



Version 1 – 15 August 2021

AUTHORITY TO PREPARE TMP AND TCP

The authority to provide these documents is the SafeWork NSW WH&S Traffic Control Work accreditation, **Prepare a Work Zone Traffic Management Plan**, card no TCT0027756, issued 12/12/2017 and issued to Mr. Greg Petley, who has over 30 years' experience in risk assessment of roads and traffic management, is also a Road Safety Auditor with the IPWEA and has a Diploma in OH&S.

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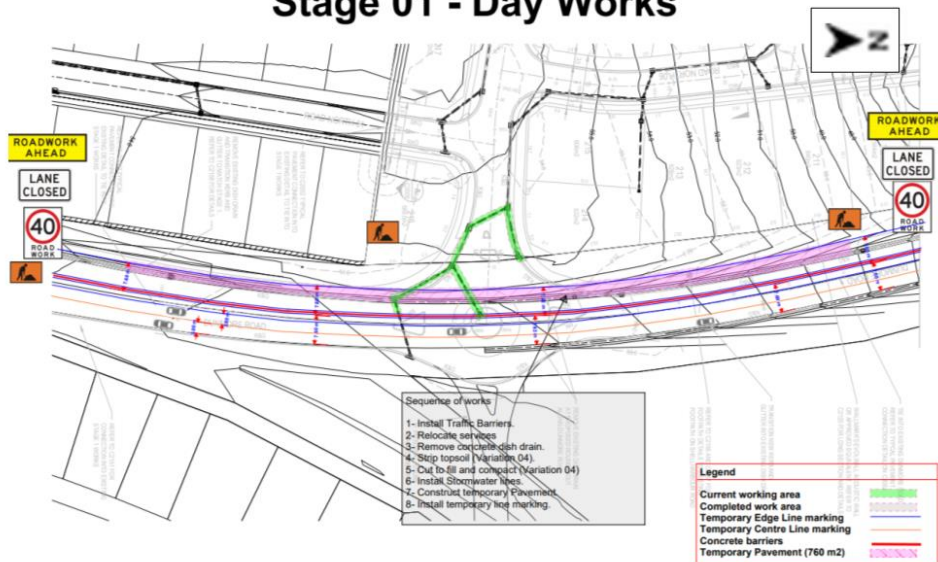
ABN 22 608 458 564 PO Box 4381 Winmalee NSW 2777
Phone: 0419 392 447 E-mail: admin@roadandrailnsw.com.au

OVERVIEW

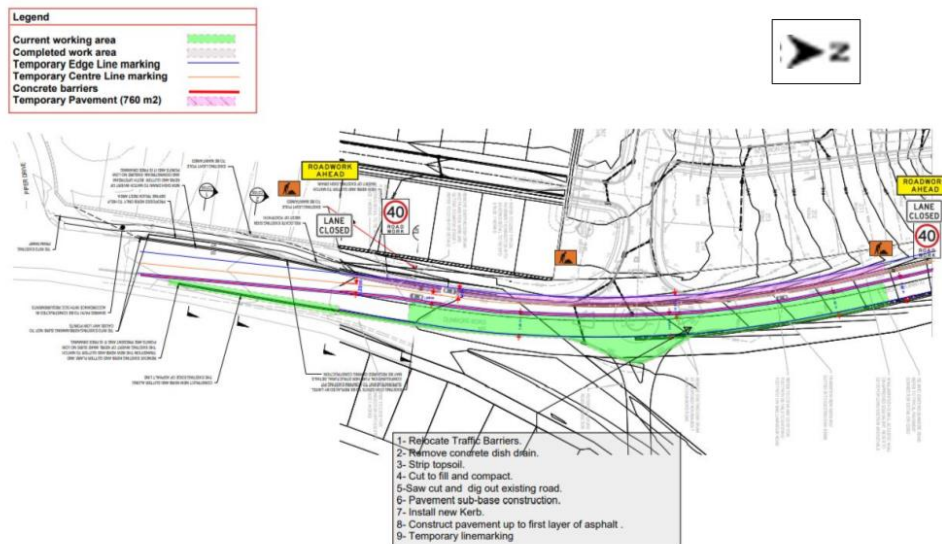
This CTMP will address only the construction of the new roundabout on Dunmore Road which will provide access to stage 2 and 3 of the Shell Heights sub-division.

The roundabout will be constructed in 4 stages, as set out below in draft form.

Stage 01 - Day Works



Stage 02 - Day Works



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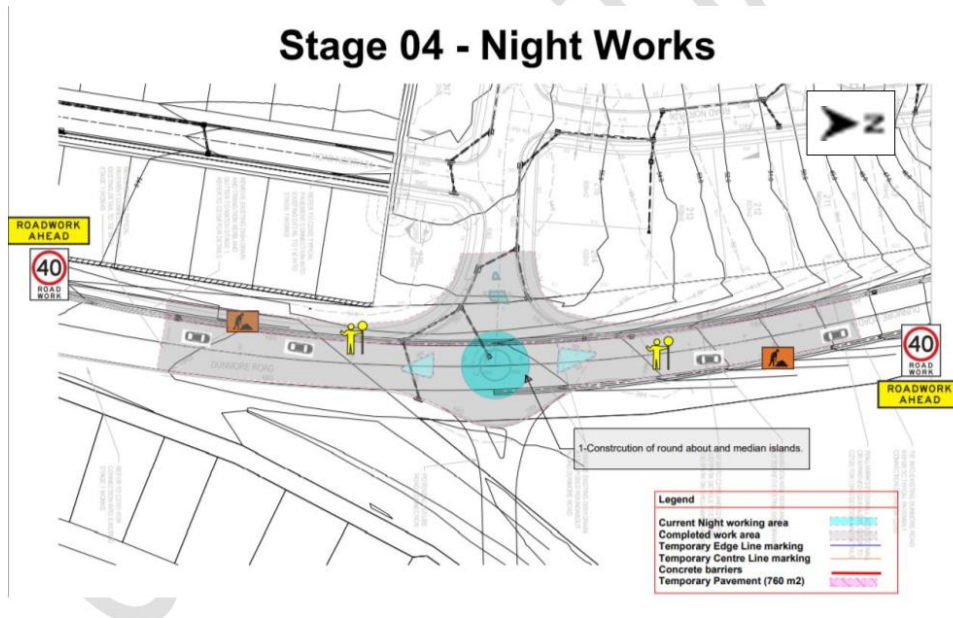
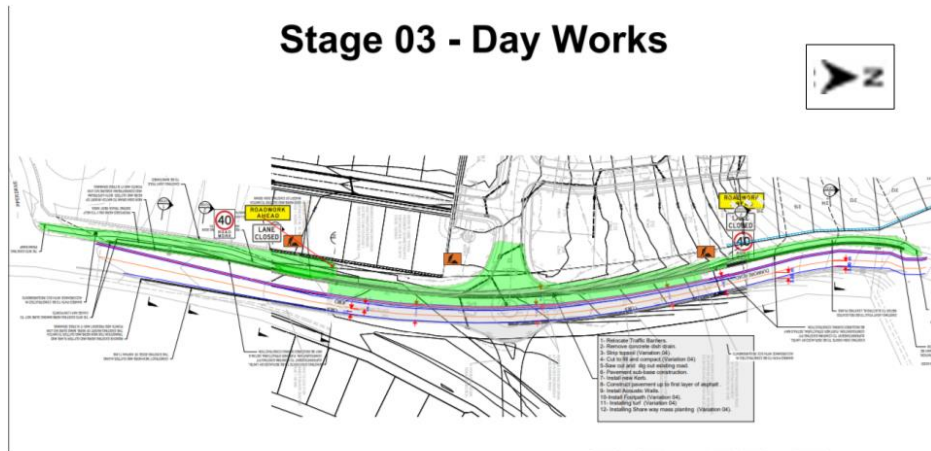
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Phone: 0419 392 447

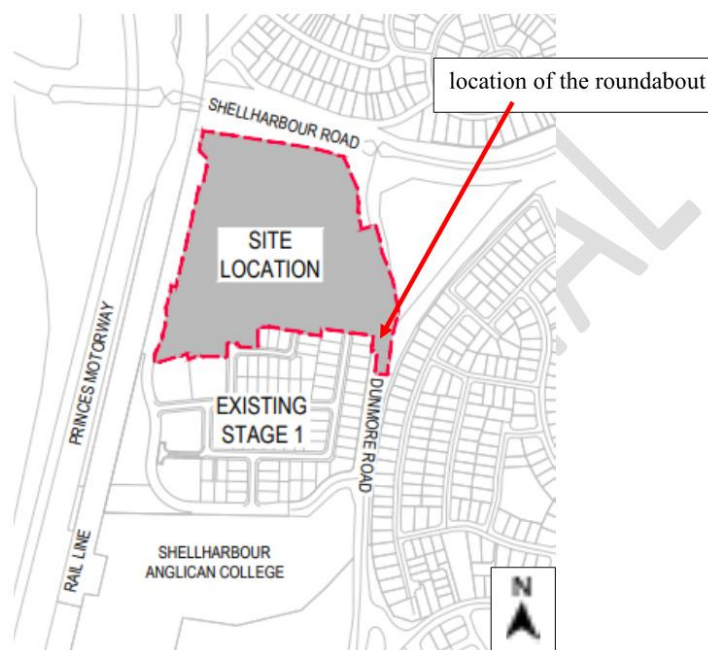
E-mail: admin@roadandrailnsw.com.au



LOCATION

The roundabout will be constructed on Dunmore Road which provides access from residential areas south of Shellharbour Road to the Princes Highway.

There is a railway station called Shellharbour Junction, and access from Dunmore Road to the railway station is via Piper Drive.



WORK ITEMS

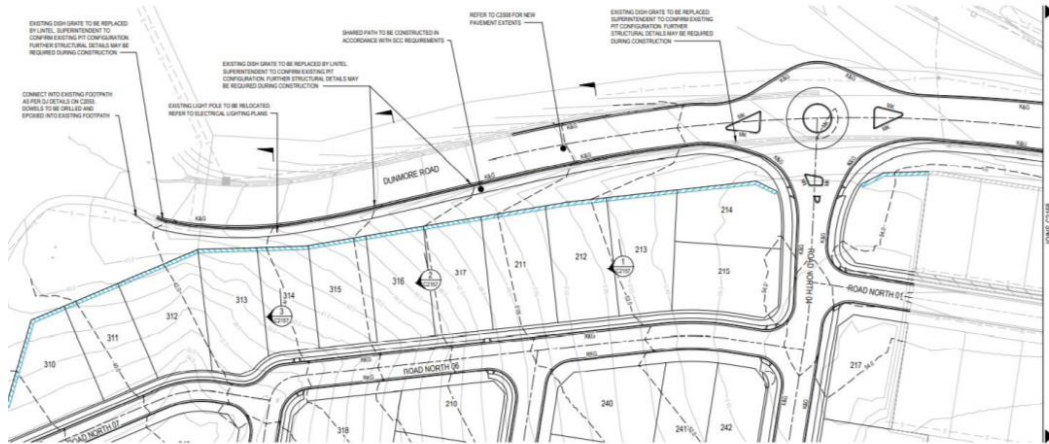
External works including: -

- New sub-division access from Piper Drive
- Closure of access directly from Dunmore Road
- Stage 1 roadworks on western side of road with contraflow
- Stage 2 roadworks on eastern side of road with contraflow
- Stage 3 roadworks on western side of road with contraflow
- Stage 4 night works to construct median island and splitter islands – half road closure

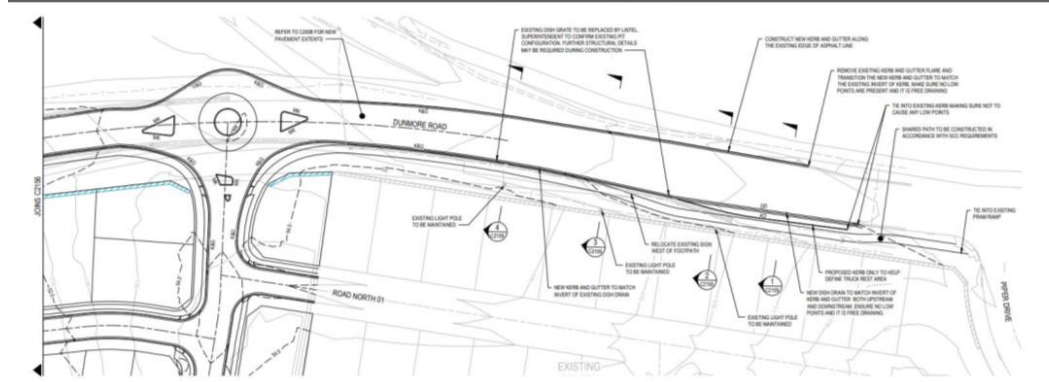
Construction & Traffic Management Plan v1

Roundabout on Dunmore Rd Shell Cove

EXTENT OF WORKS - OVERVIEW



DUNMORE ROAD FOOTPATH LAYOUT
SCALE 1:500



DUNMORE ROAD FOOTPATH LAYOUT
SCALE 1:500

Apart from the roundabout additional kerb and footpath creation will be performed extending each side of the roundabout and towards Shoalhaven Road and Piper Drive on both sides of the road.

TIME & DATE OF WORK

- Proposed start date in August or September until completion
- As per DA conditions 7.00am to 5.00pm Monday to Friday, 8.00am to 1.00pm Saturday

Project contact

Mr Peter Henderson
Mobile: 0402 063 343
Email: peter.henderson@menaicivil.com.au

Site security

The access to site will be secured with a 1.8m high temporary security fence with gates which will be locked daily.

All offices and crew facilities will be locked,

SCOPE OF THIS PLAN

This plan has been written in regard to the expected issues regarding the **3 stages** of the construction of the roundabout.

In particular the management of work-related traffic to the work site and the surrounding residential access requirements and the travelling public day and night.

This document is subject to review and amendment if conditions change.

Approval to work on road

Dunmore Road is a local, and any work activity requires Council approval as well as a Road Occupancy License or ROL and a Speed Zone Authority or SZA from Transport NSW as the works are within 100m of a roundabout and traffic lights.

Notification to neighbours & Council

Within the subdivision where there are existing houses and families information will be delivered via a letter box drop before work commences.

In regard to Council, the company will maintain contact with the liaison engineer/officer assigned to this project.

A notice in local papers and community center's notice boards about the changes to the road speed and work activity being undertaken will be placed 2 weeks before work commences.

VEHICLE MOVEMENT PLAN



Site access

Once the Stage 1 lane deviation has been set up the main access to the site will be from DUNMORE RD and PIPER DR, SOLSTICE DR and then into ANDROMEDA RD as shown above.

Limited truck movement will still be able to use the original site entrance on Dunmore Drive throughout the works.

Worker parking

There is adequate safe parking inside the work site for all workers vehicles.

Truck movements

The scheduling of deliveries by heavy vehicles can be organised so that they are staggered to avoid causing delays to passing vehicles on Piper Dr and Solstice Dr.

EXISTING ROAD CONDITIONS

Dunmore Road

Speed	70kph	Environment	urban
Road	AC, two way, undivided	Street lights	yes
Carriageway	1 lane each way	Lane widths	3.4m north bound 3.5m south bound
Road width	12.1m	Centre of road	0.6m between centrelines
Formed kerb	rolled kerb on both sides	Overhead hazard	nil
Shoulders	west side 2.5m – east side 1.9m	Parking zones	not applicable



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Looking south from site access



Looking north from site access

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Winmalee NSW

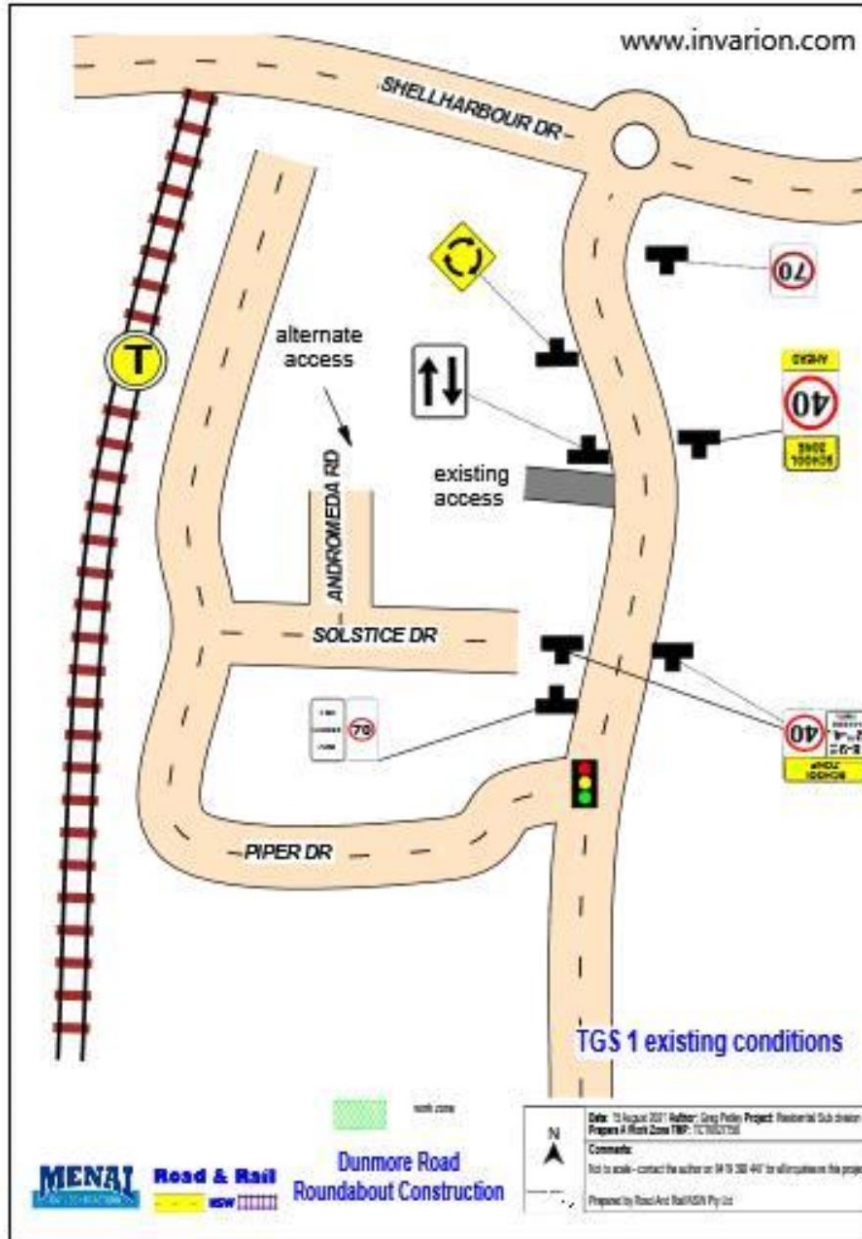
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RISKS ASSOCIATED WITH THE PROPOSED WORKS

Risk	Response
Obtain approval to perform work	Obtain Council approvals for construction of roundabout Obtain Transport NSW approvals for Road Occupancy Licence
Posted speed limit of 70kph	Speed reduction will be required to 40 due to changed alignment and reduced width of traffic lanes in each stage.
Overtaking near crest of road	New centreline double unbroken lines on each approach to prevent overtaking
Safe access in and past work site	<ul style="list-style-type: none"> • Prepare a CTMP and TGS • Reduce speed signage • Prepare a SWMS for roadworks • Daily toolbox • Advance signage to inform and direct traffic in both directions
Pedestrian and cyclist access	Cyclist will need to use traffic lanes in each direction and vehicles must slow down and allow them space to travel in. The area has no footpaths on either side and NO PEDESTRIAN ACCESS signs will be placed on each approach to warn any pedestrians not to enter work zone.
Parking area	All contained within the site
Site access	Entry and exit are in a forward direction from either gate
Side roads, driveways	None within the area of works
Overhead risks	No overhead power lines on either side of the road
Underground services	Will be reviewed as to location and noted on plans and workers advised Service relocation during stage 1 behind barriers
Roadside hazards	Poor line of sight due the crest of the hill and the curve of the road
Bus stops, bus routes	There are no bus stops along Dunmore Drive in the area of the works but buses may travel on this section of road to reach the train station on Piper Drive.



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10.2. Terry Street Road Safety Upgrades

Item for Information

Council recently secured funding under the 2021/22 NSW Road Safety Program to improve road safety along Terry Street, between Wiley Street and Simpson Parade, Albion Park. This project will provide upgraded crossing points, the relocation of bus zones and minor junction improvements that may require some turn restrictions. Council's Transport team, in collaboration with Community Engagement & Activation, have consulted with the community via 'Let's Chat' during the month of September 2021. All feedback received will be considered during the detail design phase. For further details, please visit <https://letschatshellharbour.com/>.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

Nil

10.3. Local Government Road Safety Program Project Funding

Item for Information

The purpose of this report is to inform the Committee that Shellharbour City Council has recently been advised by Transport for NSW (TfNSW) that Council's funding applications for the 2021/2022 financial year were successful.

TfNSW thanked Council for their continued support of the Local Government Road Safety Program and confirmed funding of \$13,625.00 for the following programs:

Project #	Project Name	Funding
P - 2526	Helping Learner Drivers Become Safer Drivers Parent Workshop	\$775
P - 2522	On the Road 65Plus	\$400
P - 2520	Shellharbour Ride and Run	\$1,600
P - 2512	National Road Safety Week	\$4,000
P - 2599	Buckle-up Your Little Ones	\$800
P - 2558	Learner Log Book Run	\$1,200
	Joint Programs	
P - 2523	Ultimate Learner Log Book Run Experience	\$2,450
P - 2516	Motorcycle Safety - Accident Management Training	\$2,400
	TOTAL	\$13,625

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

Nil

10.4. Installation of Linemarking at Terry Ave and Shellharbour Road Warilla

Item for Information

Council recently received a request to improve road safety conditions at the Shellharbour Road and Terry Street intersection, Warilla (**Attachment 1**).

The safety concerns raised were regarding potential conflict between vehicles turning left from the northern most lane of Terry Avenue into Shellharbour Road, and vehicles turning right from the channelised right turn lane on Shellharbour Road into Terry Avenue. Councils Transport team sent this request on to Transport for NSW (TfNSW) requesting that this be investigated given signalised intersections are a matter for Transport for NSW. Two suggested options to address the concerns raised were:

- *'Delineating the right turn from Shellharbour Road into Terry Avenue to ensure that vehicles don't cut the corner against vehicles turning left from the northern most lane, or*
- *Change that traffic signalling to reduce the risk of a head on collision here for vehicles turning against one another'*

Transport for NSW (TfNSW) has investigated the concerns raised and is pleased to advise that TfNSW has secured funding to correct the unsafe manoeuvring behaviour where vehicles are cutting the corner turning right from Shellharbour Rd into Terry Avenue, Warilla, potentially colliding.

The resultant engineering actions will be:

1. Construction of a raised median nose
2. An additional turn line for right turning vehicles from Shellharbour Rd into Terry Avenue
3. Snippet below in red depicts what will be installed (**Attachment 2**)
4. Attached is the formal legal traffic signal design – TCS3085 (**Attachment 2**).

As you can see, in accordance with the attached plans, the new median nose and the turn line delineation will mitigate the risk of the road users '*cutting the corner*' and actually creates greater separation for the Shellharbour Rd right turning vehicles conflicting with the dual left turning vehicles turning left out of Terry Avenue. In addition, the concrete median nose will enhance safety for pedestrians.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

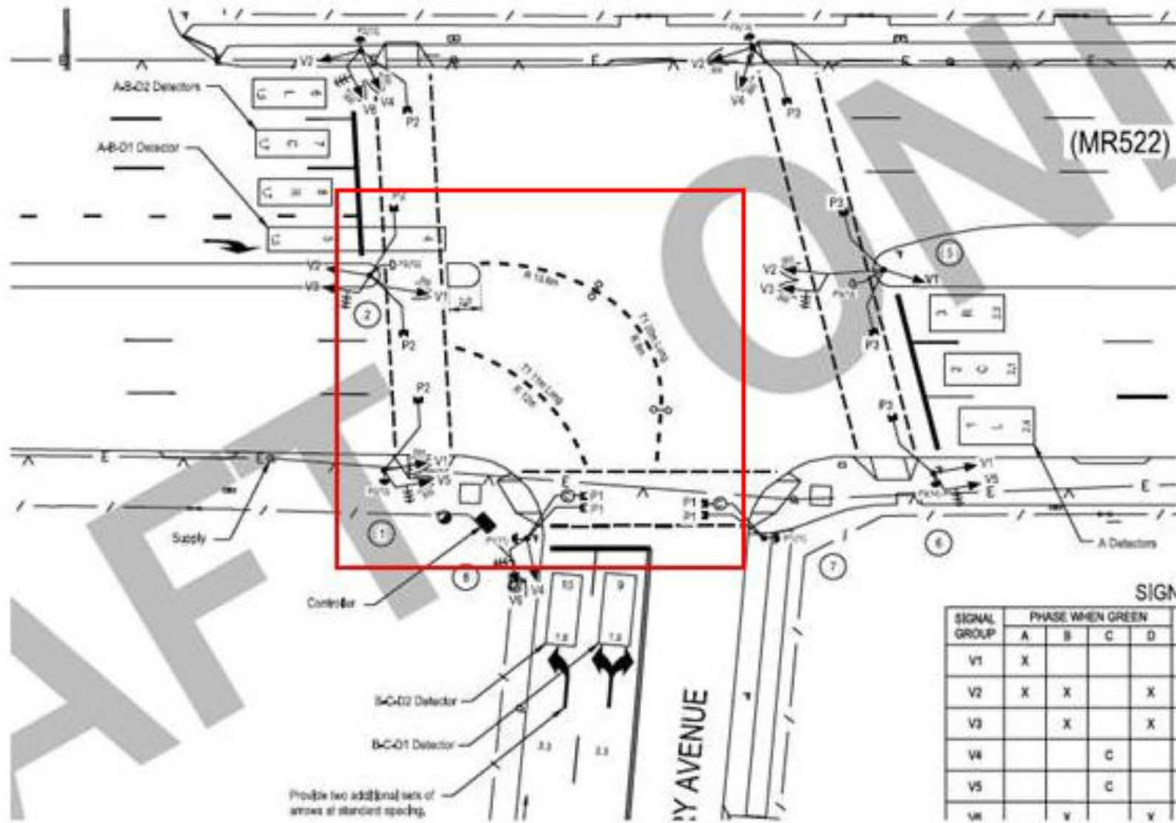
Attachments

1. Location - Terry Ave / Shellharbour Road Warilla – *Page 55*
2. Plan - Formal Legal Traffic Signal Design - Terry Ave/Shellharbour Road Warilla – *Page 56*

Attachment 1 - Location - Terry Ave / Shellharbour Road Warilla



Attachment 2 - Plan - Formal Legal Traffic Signal Design - Terry Ave/Shellharbour Road Warilla



10.3. Police Matters

Item for Information

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

- 1x report of a pedestrian being struck by a speeding vehicle at Addison Avenue, Lake Illawarra. Speeds are reportedly regularly in excess of the posted speed limit.
- 1x report of speeding at Bradman Avenue, Warilla.
- 1x report of speeding at Gathercole Avenue, Mount Warrigal.
- 1x report of speeding at Brotheridge Avenue & Bushranger Parade, Calderwood.
- 1x reports of vehicles speeding and 'sliding out' at the corner of Piper Drive & Venus Road, Dunmore.

Approved By

Approved for Council's Consideration:	Matthew Apolo
Date of Meeting:	6 October 2021

Attachments

Nil

11. Next Meeting

3 November 2021