



# **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, 07 July 2021**

**Commencing at 9:30 AM**

**Online via 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 2 June 2021**

That the Minutes of the Traffic Committee Meeting held on 2 June 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 Closures for 'Live n Local' Music Festival 2021

#### To the Chief Executive Officer

<b>Directorate:</b>	Community & Customers
<b>Group:</b>	Community Connections
<b>Manager:</b>	Jamie Dawson - Manager Community Engagement and Activation
<b>Author:</b>	Jessica Smith – Events and Activation Officer

#### Summary

The purpose of this report is to seek approval from the traffic committee for the Traffic Management Plan (TMP) to close parts of Wentworth Street and Addison Street Shellharbour Village on Saturday 14 August 2021 between 0700-1900 hours, as part of the 2021 'Live n Local' Music Festival.

#### Background

As part of the city wide celebrations for the 160 year anniversary of Shellharbour as an LGA, a new music festival was launched. The festival, Live n Local in the Village, was a huge success. Every show had a strong and healthy audience. Every café, bar and restaurant was close to capacity for the entire day. 100% of businesses surveyed said they enjoyed increased profits on that day when compared with other Saturdays in June. 100% of businesses surveyed indicated they will participate again in future festivals. 75% of those surveyed said they would consider engaging artists and musicians to help their business and 100% rated the experience of the festival as either awesome, or very good. 75% of musicians said they believed their profile had benefitted from the festival, 100% said they would participate again if offered and 85% rated their experience as highly positive.

Key statistics 2019:

- 51 different live music acts programmed
- 12 hours of continuous live music
- 3 local acts playing their first ever gig
- 17 venues
- 15 local businesses
- Estimated attendance 7,500-8,000 across the day

The 2019 festival anticipated the need for a safe pedestrian road crossing route. As such an application to close Wentworth Street from the corner of Addison Street to the end of the Tourism Kiosk was submitted and approved. This road closure was implemented in partnership with a private traffic logistics contractor. No issues were recorded as part of this road closure in 2019. One of the primary concerns for the 2021 festival is to allow predicted audience growth, whilst maintaining public safety. The 2019 festival reached the capacity of what could be achieved without pedestrians and audiences spilling on to the roads, particularly around the White House Café on Addison Street.

To ensure a safe experience, the Event Team have considered options for a more substantial road closure (Attachment 1) and seek the approval of the Traffic Committee for this to be in operation for the 2021 festival. This closure is to ensure:

- Increased pedestrian safety
- Increased room on sidewalks for local musicians to perform
- Additional activations from local business and local creatives
- More seating opportunities for attendees

Council's Event Team are currently in the process of identifying and engaging with interested Shellharbour Village businesses to participate in the event again this year. All local businesses have been engaged on a number of matters, including this proposal to close sections of Wentworth and Addison Street. The proposed road closures would ensure the continued growth and success of the Live n' Local event as well as increase community engagement and business participation and contribution to the economic growth of the Shellharbour LGA. This is of particular importance given the impact of the COVID-19 virus. Proposed closures would be in place from 7am – 7pm with the date of event to be Saturday 14 August, 2021.

### **Financial / Resources Implications**

The festival and associated road closure are budgeted from within the annual operational budget for Events run by Council.

### **Legal and Policy Implications**

Nil.

### **Public / Social Impact**

See 'Background' section for details.

**Link to Community Strategic Plan**

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

<b>Objective:</b>	1.1	Vibrant, safe creative and inclusive
<b>Strategy:</b>	1.1.1	Deliver and promote events and activities for our community

**Consultations**

The following consultations were undertaken:

**Internal**

- Acting Manager Floodplain Transport
- Acting Senior Transport Engineer

**External**

- Traffic Logistics

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That the Committee approve the road closure for the proposed 'Live n Local' Music Festival 2021 as shown in Attachment 1 subject to conditions as determined by the Senior Transport Engineer.**

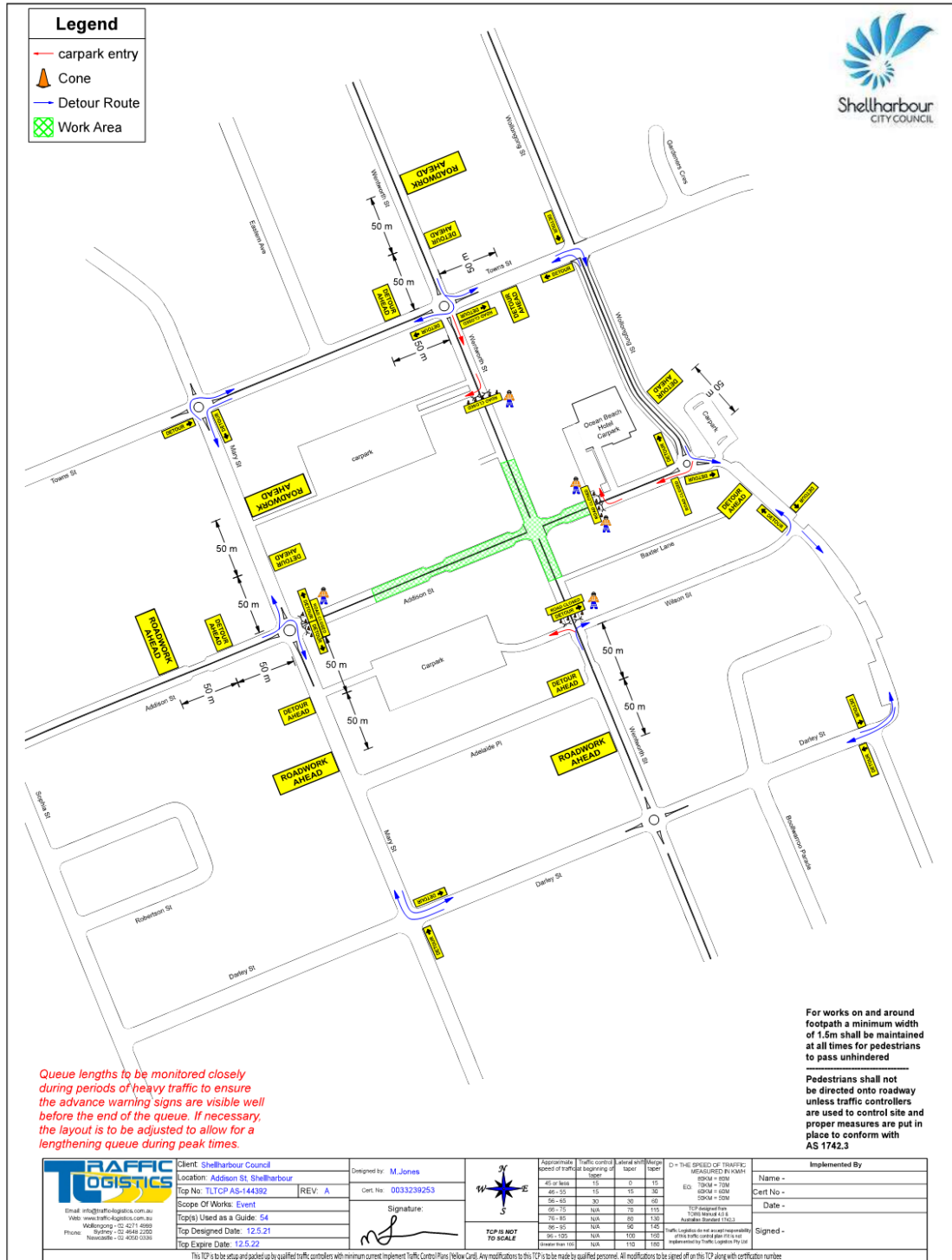
**Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

**Attachments**

1. Proposed Road Closure Traffic Control Plan – *Page 7*

Attachment 1 - Proposed Road Closure TCP



Queue lengths to be monitored closely during periods of heavy traffic to ensure the advance warning signs are visible well before the end of the queue. If necessary, the layout is to be adjusted to allow for a lengthening queue during peak times.

For works on and around footpath a minimum width of 1.5m shall be maintained at all times for pedestrians to pass unhindered  
Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

<p>Client: Shellharbour Council Location: Addison St, Shellharbour Top No: TLTCP-AS-144392 Scope Of Works: Event Top(s) Used as a Guide: 54 Top Designed Date: 12.5.21 Top Expire Date: 12.5.22</p>	<p>Designed by: M. Jones Cert. No: 0033238253 Signature: </p>	<p>Approximate speed of traffic at beginning of taper 45 or less 46-75 76-85 86-115 116-150 151-190 191-250 251-300</p>	<p>Traffic control taper 15 15 30 N/A N/A N/A N/A</p>	<p>lateral shift 0 15 30 75 100 100 100</p>	<p>merge taper 15 30 60 115 150 100 100</p>	<p>D = THE SPEED OF TRAFFIC MEASURED IN KM/H 80KM = 50M 100KM = 75M 120KM = 100M 140KM = 125M</p>	<p>Implemented By</p>
							<p>Name - Cert No - Date - Signed -</p>

This TCP is to be setup and packed up by qualified traffic controllers with minimum current Traffic Control Plans (Yellow Card). Any modifications to this TCP is to be made by qualified personnel. All modifications to be signed off on this TCP along with certification number

## 8.2. Installation of No Parking Zone - Hopetoun Lane, Oak Flats

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval from the Committee for the installation of No Parking signs at Hopetoun Lane, Oak Flats (**Attachment 1**).

### Background

Council received a customer request from a resident raising concerns of pedestrian access at Hopetoun Lane, Oak Flats. The request states that pedestrian access is extremely difficult on the Council grass verges (of which are 1 metre wide or less) which forces pedestrians to walk along the centre of the lane to bypass parked vehicles on both sides of the road. The risk of pedestrian and vehicular interaction has also increased due to residential construction at the corner of Hopetoun Lane and Hopetoun Street, Oak Flats.

Hopetoun Lane is approximately 7 metres wide with vehicles parked legally on both sides of the lane. A footpath connection linking Hopetoun Lane exists to the south, with Oak Flats shopping centre being 350m to the west and Oak Flats Bowling Club is within 100m from the northern end of the Hopetoun Lane. Due to the existing footpath network and services in the area, Hopetoun Lane is considered to be a desire line for pedestrians wishing to access services in Oak Flats. This pedestrian desire line will need to be reviewed and considered within a future Pedestrian Access and Mobility Plan (PAMP). Meanwhile, given the limited width of the existing path, pedestrians are forced to walk onto the roadway.

Therefore, it is proposed that a 'No Parking' zone be installed along the eastern side of Hopetoun Lane to provide a space for pedestrians to traverse Hopetoun Lane. (**Attachment 2**). The installation of the 'No Parking' zone is proposed as an interim safety measure only until a more permanent solution (i.e. increasing the verge width and/or making Hopetoun Lane a one-way lane) to improve pedestrian safety is implemented. A letter has been sent to residents adjacent to the proposed change as part of Councils standard community consultation.



Whilst the results of this community consultation have not been included within this report, all results of the community consultation will be summarised and presented at the Shellharbour Traffic Committee on 7 July 2021.

**Financial / Resources Implications**

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

**Legal and Policy Implications**

Nil.

**Public / Social Impact**

- Removal of approximately 48m (8 spaces) of on-street car parking.
- Increased pedestrian safety for users of Hopetoun Lane, Oak Flats.

**Link to Community Strategic Plan**

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

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

**Consultations**

The following consultations were undertaken:

**Internal**

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

**External**

- Adjacent Residents (12)

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

That Council approve the installation of No Parking signs at Hopetoun Lane, Oak Flats as shown in Attachment 2.

**Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

**Attachments**

1. Locality Plan – *Page 11*
2. Proposed Signage Plan – *Page 12*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage Plan



### 8.3. Installation of Bus Zone Signs - Willinga Road, Flinders

#### To the Chief Executive Officer

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

#### Summary

The purpose of this report is to seek approval from the Committee for the installation of time restricted 'Bus Zone' signs at Willinga Road, Flinders (**Attachment 1**).

#### Background

During a recent site inspection of the flag crossing pedestrian facility at Flinders Public School, Council staff noticed that vehicles are parking within the existing 'Bus Stop' outside Number 10 Willinga Road, Flinders. These illegally parked vehicles forced the School Bus to stop within the 'No Stopping' zone on the approach to the Flag Crossing. Council Officers have consulted with Premier Illawarra and have been informed that the bus stop is active and is utilised on school days at approximately 8:16am, 8:42am, 3:17pm & 3:39pm. The bus stop currently has a "Bus Stop" sticker on a nearby electricity pole and faded yellow 'Bus Stop' paint on the kerb. It is proposed that time restricted 'Bus Zone' signage (**Attachment 2**) be installed at the existing bus stop to better highlight this zone to motorists and ensure that vehicles do not park at the location during designated pick-up and drop-off times. The proposed time restrictions are 8:00am-9:30am & 2:30pm-4:00pm School Days to ensure consistency with school zone times and to minimise the impact to on-street parking.

#### Financial / Resources Implications

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

#### Legal and Policy Implications

Nil.

#### Public / Social Impact

- Removal of 18m of on-street parking to install time restricted bus zone (note: bus stop is existing)

- Improves safety for school children during bus pick-up and drop-off times

### Link to Community Strategic Plan

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

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

### Consultations

The following consultations were undertaken:

#### Internal

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

#### External

- Premier Illawarra
- Principal of Flinders Public School

### Political Donations Disclosure

Not Applicable

### Committee Recommendation

**That Council approve the installation of time restricted 'Bus Zone' signs at Willinga Road, Flinders as shown in Attachment 2 subject to adjacent residents being notified of the installation at least two weeks prior to installation.**

### Approved By

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

## **Attachments**

1. Locality Plan – *Page 16*
2. Proposed Signage Plan – *Page 17*

Attachment 1 - Locality Plan





Attachment 2 - Proposed Signage Plan



## 8.4. Installation of No Parking Signs - Turnstone Lane, Shell Cove

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval from the Committee for the installation of 'No Parking' signs at Turnstone Lane, Shell Cove (**Attachment 1**).

### Background

Council have recently been made aware of turning and manoeuvrability issues at Turnstone Lane, Shell Cove due to vehicles parking on the eastern side of the lane. Council Officers have undertaken a swept path assessment in accordance with Australian Standards (AS2890 Part 1: Off-Street Parking) using the B85 vehicle. This vehicle is the design motor car whose physical dimensions represent the 85th percentile class of all cars and light vans on the road. This assessment revealed that B85 vehicles could not reverse out of garages when vehicles are parked on the eastern side of the lane. Given that a request has been submitted expressing concerns for turning and that vehicles cannot exit garages in accordance with AS2890.1, it is proposed that a 'No Parking' zone (**Attachment 2**) be installed to improve manoeuvrability of vehicles entering and exiting residences along Turnstone Lane, Shell Cove.

Community consultation was undertaken with residents adjacent to the proposed changes with two responses being received (one supporting the proposal with the other objecting to the proposal). A summary of the consultation feedback is shown 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**

- Removal of approximately 50m of on-street car parking
- Improved manoeuvrability for vehicles exiting their garages to Turnstone Lane, Shell Cove

**Link to Community Strategic Plan**

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

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

**Consultations**

The following consultations were undertaken:

**Internal**

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

**External**

- Residents adjacent to the proposed installation (11)

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That Council approve the installation of 'No Parking' signs at Turnstone Lane, Shell Cove as shown in Attachment 2.**

**Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

## **Attachments**

1. Locality Plan – *Page 21*
2. Proposed Signage Plan – *Page 22*
3. Community Consultation Feedback – *Page 23*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Signage Plan



**Attachment 3 - Community Consultation Feedback**

#	Consultation Feedback	Details of Feedback	Council Officer Comments
1	Support	<p>We live in the area and have already experienced people parking their vehicles in Turnstone Lane that has blocked us from getting in or out of our garage. We therefore support the proposal.</p>	<p>Noted.</p>
2	Object	<p>At present there is parking available for the two Studios in the street but not for all studio apartments, so therefore the tenant parks on the Eastern side of the Lane.</p> <p>If the No Parking zone is implemented, where should the tenant park? No allowance has been made.</p> <p>Is it possible to place the No Parking sign so that a car can park in the Lane?</p>	<p>Vehicle swept paths were re-assessed to determine whether the “No Parking” zone can be shortened to reduce the impacts to existing on-street parking. Unfortunately, the zone cannot be reduced without turning and manoeuvrability issues remaining for vehicles entering and exiting garages at Turnstone Lane, Shell Cove. As such, no changes can be made to the proposed plan at this stage.</p> <p>Please note that alternative on-street parking, in addition to private garage parking, is available adjacent to 27 Cormorant Way and within the parking lane on Harbour Boulevard, Shell Cove.</p>

## 8.5. Installation of Double Dividing (BB) Linemarking - Panbula Place, Flinders

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval for the installation of double dividing (BB) linemarking at Panbula Place, Flinders (**Attachment 1**).

### Background

Council has recently been made aware of a potential road safety hazard due to sight distance issues near 15A Panbula Place, Flinders. A sight distance assessment was carried out in accordance with Austroads Guide to Road Design Part 3: Geometric Design and revealed that the existing hedge wholly contained within the property of 15A currently restricts sight distance and vehicles parked legally within the road reserve or illegally on the nature strip further restricts sight distances for motorists. To address these potential road safety issues, dividing barrier (BB) linemarking (**Attachment 2**) is proposed to restrict parking, increase sight distance and subsequently improve road safety 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 relate to 'keeping to the left of the centre of a road or the dividing line' and 'parallel parking on a road (except in a median strip parking area)' respectively.

Community consultation was undertaken with residents in close proximity to the proposed changes with one response being received. No objections to the proposals were received during the two week consultation period. The feedback from the community consultation, along with the Council Officer's response, are summarised 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**

- Improved road safety
- Loss of approximately 20m of on-street parking

**Link to Community Strategic Plan**

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

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

**Consultations**

The following consultations were undertaken:

**Internal**

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

**External**

- Residents in close proximity to proposed change (9)

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That Council approve the installation of double dividing (BB) linemarking at Panbula Place, Flinders as shown in Attachment 2.**

**Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

**Attachments**

1. Locality Plan – *Page 27*
2. Proposed Linemarking Plan – *Page 28*
3. Community Consultation Feedback – *Page 29*

Attachment 1 - Locality Plan



Attachment 2 - Proposed Linemarking Plan



## Attachment 3 - Community Consultation Feedback

#	Consultation Feedback	Details of Feedback	Council Officer Comments
1	No Objection	<p>a) Vehicles park on the Council Grass Verge right on the corner, will this be illegal to do so? We have complained at various times, as you cannot see around the corner and nothing has been done about this.</p> <p>b) Vehicles park on the road close to the corner, will this be illegal to do so?</p> <p>c) Some residences will have to cross these proposed lines to enter into the current Council shared driveway, will this be illegal to do so?</p> <p>d) Who will police the activity around these proposed lines. It is a great idea, but unless rangers/council workers enforce these rules, it will be a waste of time/effort/money to create?</p>	<p>a) Parking on a nature strip (i.e. grass verge) is illegal irrespective of the linemarking being installed as per NSW Road Rule 197(1) – Stopping on a path, dividing strip, nature strip, painted island or traffic island. This road rule states that “a driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules, or the driver is permitted to stop under another law of this jurisdiction”.</p> <p>b) Should the proposed linemarking be approved by the Shellharbour Traffic Committee and installed, all vehicles must park in accordance with NSW Road Rule 208 which states that “the driver must position the vehicle at least 3 metres from the continuous dividing line”. Any vehicle not parking in accordance with NSW Road Rule 208 (i.e. within 3m of the proposed linemarking) will therefore be illegally parked.</p> <p>c) NSW Road Rule 132(2) states that “a driver on a road with a dividing line must drive to the left of the dividing line, except as permitted under rule 134 or 139(2)”. Under NSW Road Rule 134(3-1), “a driver on a road with a dividing line (whether or not continuous) may drive to the right of the dividing line to enter or leave the road by the shortest practicable route”. Given that the manoeuvre stated is considered to be “leaving the road by the shortest practicable route” then this would be <u>legal</u> (i.e. crossing the proposed lines to enter the current Council shared driveway will be legal).</p> <p>d) Both local Police and Councils Compliance &amp; Regulation staff have the ability to enforce parking infringements. The proposed linemarking (combined with the letters sent out to adjacent residents) will highlight to motorists that vehicles cannot park at the ‘problem’ location any longer. It is hoped that this will be a deterrent in the first instance. However, should you see vehicles parking illegally at this location, please notify Council or the local Police of these concerns with approximate times illegal parking is occurring. In any case, I will request that the area be monitored by Councils Compliance &amp; Regulation staff after the installation of the linemarking (should it be approved by the Shellharbour Traffic Committee).</p>

## 8.6. Installation of Merge Lane and Signage - Benson Avenue, Shellharbour City Centre

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval from the Committee for the installation of a merge lane and signage at Benson Avenue, Shellharbour City Centre (**Attachment 1**).

### Background

In mid-May, Council's Floodplain & Transport team were made aware of a Road Safety Audit (RSA) linked to the installation of the Traffic Signals and development of apartments on Benson Avenue. The aim of this RSA, which was completed in early 2020, was to assess the constructed works in the context of the existing conditions, and the interface between existing and design. The Audit was generally undertaken in accordance with 'TfNSW Guidelines for Road Safety Audit Practices (2011)' and 'Austroads: Guide to Road Safety Part 6 and Part 6a (2019)' and highlighted several safety hazards as well as proposed solutions in order to address these hazards.

It is proposed that all solutions contained within the 'Road Safety Audit Findings' (**Attachment 2**) be installed to improve road safety at the subject location. A Sign & Linemarking Plan (**Attachment 3**) has been prepared by Council Officers to illustrate the proposed changes in accordance with the 'Road Safety Audit Findings'.

### Financial / Resources Implications

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

### Legal and Policy Implications

Nil.

**Public / Social Impact**

- Loss of approximately 60m of on-street car parking on the northern side of Benson Avenue
- Improved road safety through installation of clearer signage and linemarking
- Increased sight distance to existing pedestrian refuge crossing

**Link to Community Strategic Plan**

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

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

**Consultations**

The following consultations were undertaken:

**Internal**

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

**External**

Nil

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That Council approve the proposed installation of merge lane and signage at Benson Avenue as shown in Attachment 3 subject to community notification being undertaken with businesses in close proximity to changes being undertaken at least two weeks prior to installation.**

**Approved By**

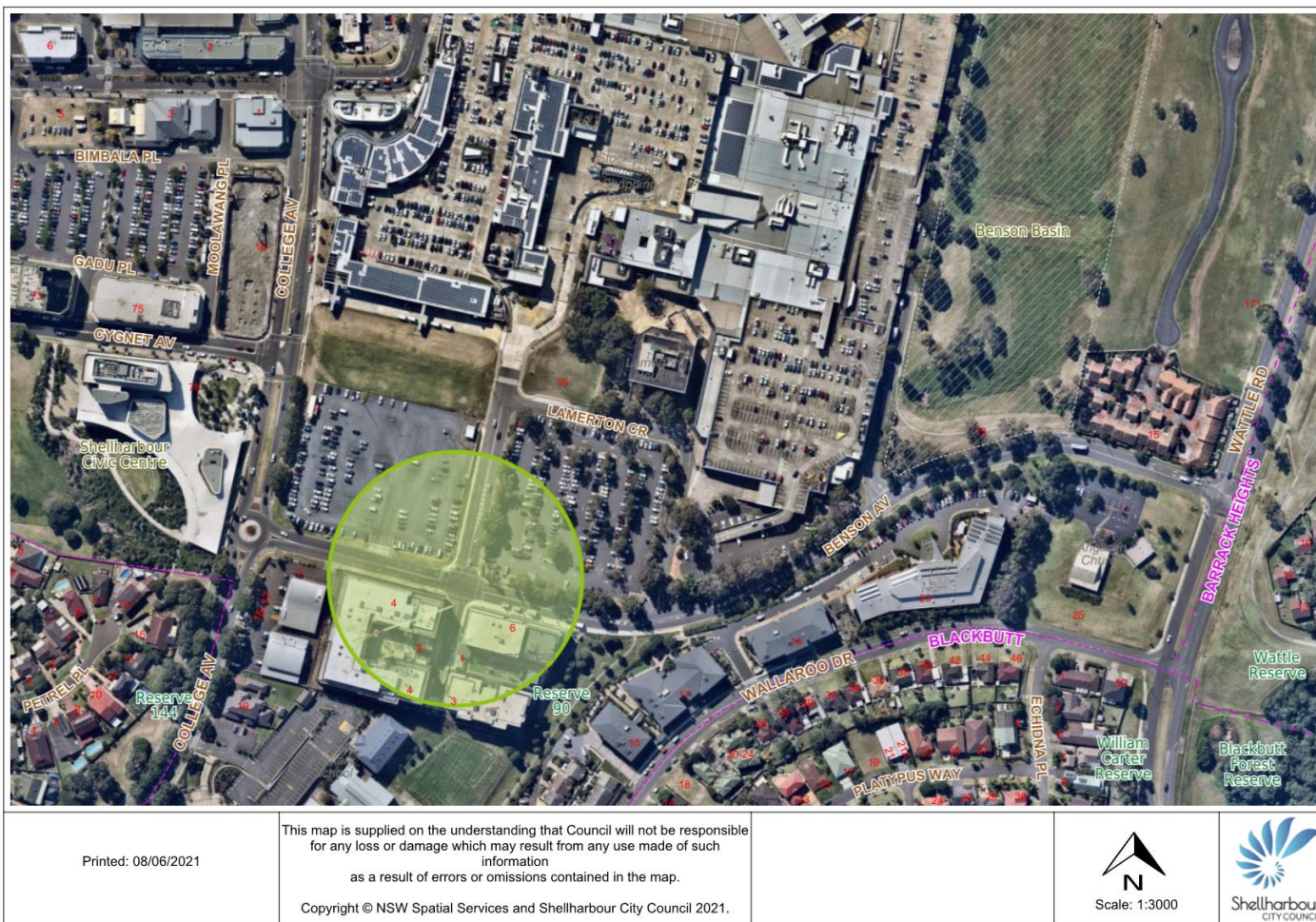
<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

**Attachments**

1. Locality Plan – *Page 33*
2. Road Safety Audit Findings – *Page 34*
3. Proposed Sign & Linemarking Plan – *Page 41*



Attachment 1 - Locality Plan




**Attachment 2 - Road Safety Audit Findings**

Road Safety Audit  
 Lot 4212 Benson Ave Shellharbour Intersection Upgrade

**9 Audit Findings**

**Table 9-1 Audit Findings**

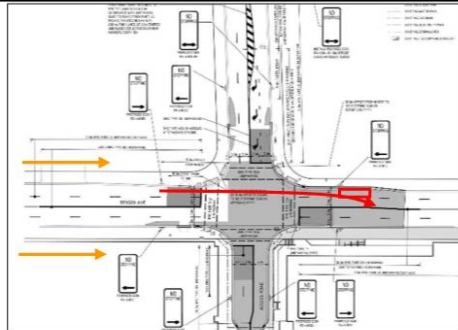

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
1. Road Closure Access Road	<p>There is no information provided to the closure of Access Road from any approach.</p> <p>There is insufficient turning area provided for a vehicle that enters Access Road and is required to turn around to exit.</p> <p>There is a risk that a vehicle may undertake unsafe manoeuvres to exit Access Road such as reversing out into Benson Avenue resulting in side impact or rear impacts with through vehicles, or mounting pedestrian paths resulting in pedestrian-vehicle collisions.</p> 	Occasional	Minor	Medium	<p>The construction fence is temporary and will be relocated, approx. Mid-march 2020, back within the site so access would be available to the public road section and the driveway to the buildings onsite.</p> <p>To help minimise the number to vehicles that are not destined for the buildings onsite, a "No Through Road" sign is proposed to be installed once a street name sign is installed, expected by end of March 2020. This additional sign will require endorsement by Shellharbour Council Traffic Committee. This has been discussed with Council and is supported at officer level and will be tabled to the 1<sup>st</sup> April 2020 meeting for endorsement.</p>





Road Safety Audit  
 Lot 4212 Benson Ave Shellharbour Intersection Upgrade

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
2. No Stopping Extent of Works	<p>There is inconsistency in the application of No Stopping along Benson Avenue.</p> <p>There is parking permitted in the merge area of eastbound traffic after the intersection. Additionally, there is insufficient sight distance over the crest to sight a parked vehicle at this location.</p> <p>There is conflicting No Stopping direction between existing arrow directions and new arrow directions, particularly to the west of the intersection.</p> <p>There is a risk that vehicles may park in high risk locations required to be No Stopping resulting in rear end collisions from through vehicles or side swipe collisions as through vehicles swerve to avoid parked vehicles.</p>	Probable	Minor	High	<p>NORTH EASTERN SIDE - The no stopping zone is proposed to extend for the full distance between the existing and new direction arrows preventing any on street parking occurring on the north eastern side of the intersection. This is a change to the existing signage, therefore is required to be endorsed by Shellharbour Council Traffic Committee. This has been discussed with Council and is supported at officer level and will be tabled to the 1<sup>st</sup> April 2020 meeting for endorsement.</p> <p>To achieve the above, the New No stopping sign shown in the photo and the existing one at the intersection on Benson Ave Lamerton Cres (East end) would be replaced with one that has arrows in both directions.</p> <p>NORTH WESTERN SIDE - The no stopping zone will extend for the full distance between the existing and new direction arrows. This is in accordance with the original Development Consent approved Traffic plan.</p> <p>To achieve the above, the existing No stopping sign and post shown below (marked in red) that was proposed to be removed as part of the intersection works will be removed and the two way directional sign will replace the new No stopping sign installed approx. 10m back from the stopping line (marked in orange).</p>




Road Safety Audit  
Lot 4212 Benson Ave Shellharbour Intersection Upgrade

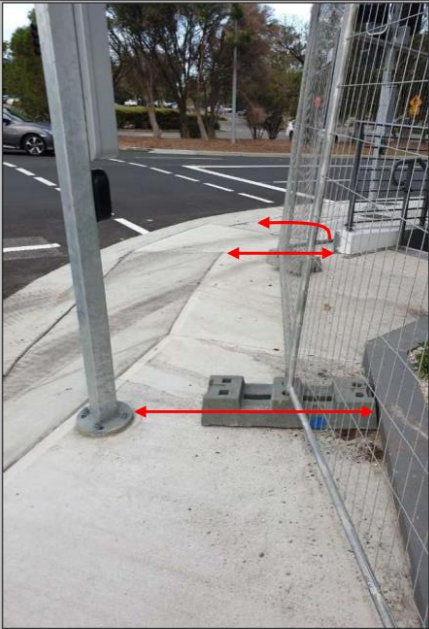
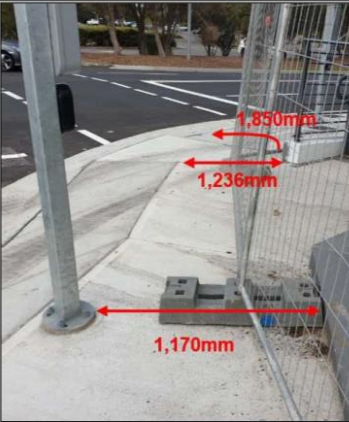
Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
	  <p>SOUTH WESTERN SIDE – The new no stopping sign is installed in accordance with the approved intersection design being approx. 10m west of the intersection line and provides for a no stopping zone extending from the intersection for approx. 10m to the west. The existing no stopping sign that is on the western edge of the driveway of the adjoining commercial property to the west is to be removed to eliminate the conflicting signage issued flagged. This also brings the no stopping zone in line with the original Development Consent approved Traffic plan.</p>				
3. Merge Benson Avenue	<p>There is no advanced warning or signage provided for the Zip Merge of eastbound traffic after the intersection.</p> <p>There is a risk that motorists may not comprehend the approaching merge arrangement and attempt late or sudden manoeuvres resulting in sideswipe or rear end collisions.</p> <p>This risk is increased due to limited sight distance over the crest to the merge location, and a kerb taper that narrows the through lane before the merge taper begins.</p>	Occasional	Minor	Medium	<p>“Merge Ahead” Sign to be installed on spare pole on east side of car park entry on the west side of the intersection approx. 25m prior to stopping line.</p>

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
					 
<p><b>4.</b> Pedestrian connectivity Extent of works</p>	<p>There are signalised pedestrian crossings and kerb ramps provided on all legs of the intersection, however there are no formal pedestrian paths provided and some legs of the intersection have narrow widths, unsealed/loose material or large vegetation along the pedestrian desire line.</p> <p>There is a risk that a pedestrian may be directed along and encouraged to use an unsafe pedestrian route resulting in slip-trip-fall injuries or a pedestrian may choose to walk in the travel lane to avoid pedestrian hazards resulting in pedestrian-vehicle collisions.</p> 	<p>Probable</p>	<p>Limited</p>	<p>Medium</p>	<p>Additional works not currently completed on verges in the North East and North West corners shown in the photos are outside the scope of works approved/required by Council and RMS for the intersection works by the developer (NPA developments). Council have advised that they are currently undertaking design to install a concrete footpath linking the pram ramps on the North East corner (middle photo) and a concrete footpath linking the pram ramps on the North West corner (top photo) as well as continuing north along Lamerton Cres to connect to the existing footpath.</p> <p>The South western corner (bottom photo) is currently a compacted gravel/road base finish as a temporary measure as this will be completed with concrete matching the South east corner as part of the works on</p>

Road Safety Audit  
Lot 4212 Benson Ave Shellharbour Intersection Upgrade

Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
					the adjoining stage 2 building now under construction. The area will be monitored and surface maintained by the builder onsite until completed in its permanent state. This was an agreed outcome with Council and RMS onsite.
5. Pedestrian Access South East Corner	<p>There is a section of pedestrian path that has a steep grade and a restricted width due to kerb ramps, stairs/handrails, and TCS posts.</p> <p>There is a risk that a pedestrian, in particular elderly/wheelchair/handicapped, may not be able to safely negotiate this location due to the combination of hazards resulting in slip-trip-fall injuries.</p>	Improbable	Limited	Low	<p>The grades and widths of areas are constructed in accordance with the approved design drawings and it was acknowledged as part of the design approval process with RMS that due to the retrofit nature of the intersection upgrade to signals that there were some areas that would be limited due to the existing design limitation of the building and existing road/verge grades. It was noted that a minimum of 1m was required behind the signal posts and pram ramps to the property boundary and any other obstructions such as planters shown etc. to ensure sufficient space was available for pedestrian use of the intersection/crossings. As noted in the image below the distances are in excess of this minimum. No further actions are proposed.</p>

Road Safety Audit  
 Lot 4212 Benson Ave Shellharbour Intersection Upgrade

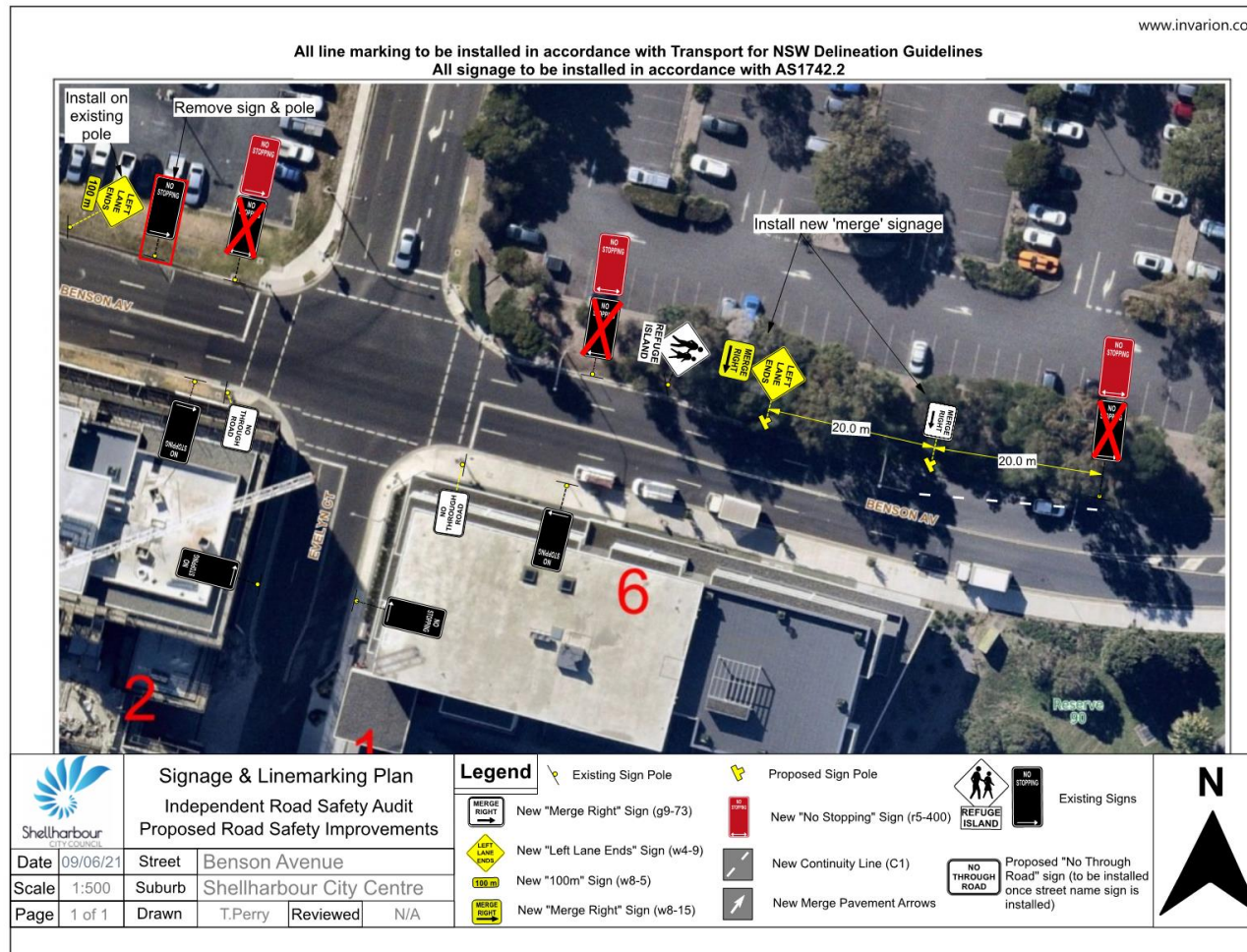
Item Location	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
	<p><b>6.</b> Deep Excavation Benson Avenue</p> <p>There is a deep and vertical excavation adjacent to the roadway.</p> <p>There is a risk that failure of the excavation wall may create pavement failure issues for through vehicles resulting in destabilisation, run off road incidents or vehicle roll incidents if the drop in pavement is of sufficient depth.</p> <p>This risk is increased for motorcyclists or bicyclists.</p>	<p>Improbable</p>	<p>Serious</p>	<p>Medium</p>	 <p>The builders in control of the Stage 2 works pictured have advised that the current temporary fencing is in the process of being replaced with a scaffolding hoarding that will have a plywood type material affixed to the face to provide a improved barrier to and runoff incidents of motorcyclists or bicyclists, this is expected to be completed within approximately 1-2 weeks (late March 2020) refer photo below. The basement levels construction is also under</p>

Road Safety Audit  
 Lot 4212 Benson Ave Shellharbour Intersection Upgrade

Item	Safety Hazard Finding	Frequency	Severity	Level Of Risk	Project Manager Response
Location					<p>way so the excavated area will be replaced with the building structure up to the existing verge ground level in approx. 2-3 months (Late May-early June 2020)</p>
					



**Attachment 3 - Proposed Sign & Linemarking Plan**



## 8.7. Installation of Double Dividing (BB) Linemarking - Archerfield Drive, Shell Cove

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval from the Committee for the installation of double dividing (BB) linemarking at Archerfield Drive, Shell Cove (**Attachment 1**).

### Background

Council have received a customer request regarding parking and access difficulties for motorists and waste collection services at Archerfield Drive, Shell Cove. Council Officers conducted an onsite inspection and have consulted with REMONDIS. The results of the inspection and consultation has revealed that issues being experienced are largely due to the construction of housing in the area and, once construction has completed, parking and access conditions are likely to improve. With this, no parking restrictions could be supported at this point in time. However, during the site inspection it was noted that a sharp corner exists at the northern section of Archerfield Drive which, once the corner lot has commenced and completed construction, may restrict sight distance further should vehicles park on this sharp bend.

To proactively mitigate any future road safety issue, it is proposed that double dividing (BB) linemarking be installed at the subject location in accordance with **Attachment 2**. Currently, the lot adjacent to the proposed changes has not been constructed so impacts to existing parking conditions are minimal.

### 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 (proactive)
- Loss of approximately 20m of on-street parking (currently no development exists on corner lot adjacent to proposed works)

**Link to Community Strategic Plan**

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

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

**Consultations**

The following consultations were undertaken:

**Internal**

- Manager Floodplain and Transport
- Manager Compliance & Regulation
- Road Safety Officer
- Waste Contract Manager

**External**

- REMONDIS (indirectly through Council's Waste Contract Manager)

**Political Donations Disclosure**

Not Applicable

**Committee Recommendation**

**That Council approve the installation of double dividing (BB) linemarking at Archerfield Drive, Shell Cove as shown in Attachment 2.**

**Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

**Attachments**

1. Locality Plan – *Page 45*
2. Proposed Linemarking Plan – *Page 46*

Attachment 1 - Locality Plan



Printed: 08/06/2021

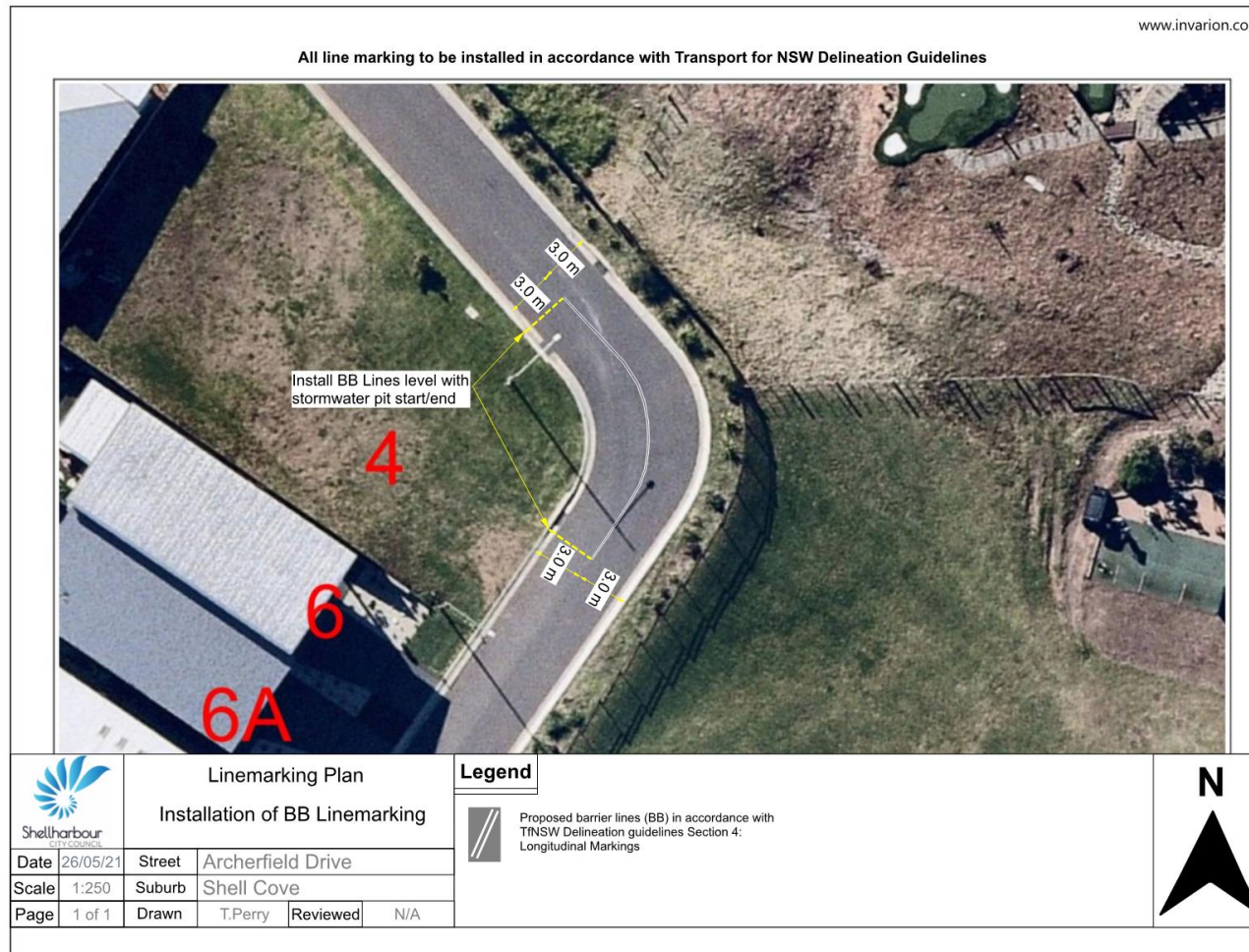
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Scale: 1:3000



**Attachment 2 - Proposed Linemarking Plan**



## 8.8. Installation of KEEP CLEAR Linemarking - Addison Street, Shellharbour

### To the Chief Executive Officer

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

### Summary

The purpose of this report is to seek approval from the Committee for the installation of 'KEEP CLEAR' linemarking at Addison Street and Old Bass Point Road, Shellharbour (**Attachment 1**).

### Background

Council received a customer request regarding vehicles queuing across Addison Street preventing other vehicles making a right hand turn into and from Old Bass Point Road, Shellharbour. Council Officers have investigated and determined that the installation of 'KEEP CLEAR' linemarking would address the concerns raised. The proposed installation is shown in **Attachment 2**.

### Financial / Resources Implications

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

### Legal and Policy Implications

Nil.

### Public / Social Impact

- Reduces likelihood of vehicles queuing across the T-Intersection

### Link to Community Strategic Plan

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

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

## Consultations

The following consultations were undertaken:

### Internal

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

### External

Nil

### Political Donations Disclosure

Not Applicable

## Committee Recommendation

**That Council approve the installation of 'KEEP CLEAR' linemarking at Addison Street and Old Bass Point Road, Shellharbour as shown in Attachment 2.**

## Approved By

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

## Attachments

1. Locality Plan – *Page 49*
2. Proposed Linemarking Plan – *Page 50*



Attachment 1 - Locality Plan



Printed: 21/06/2021

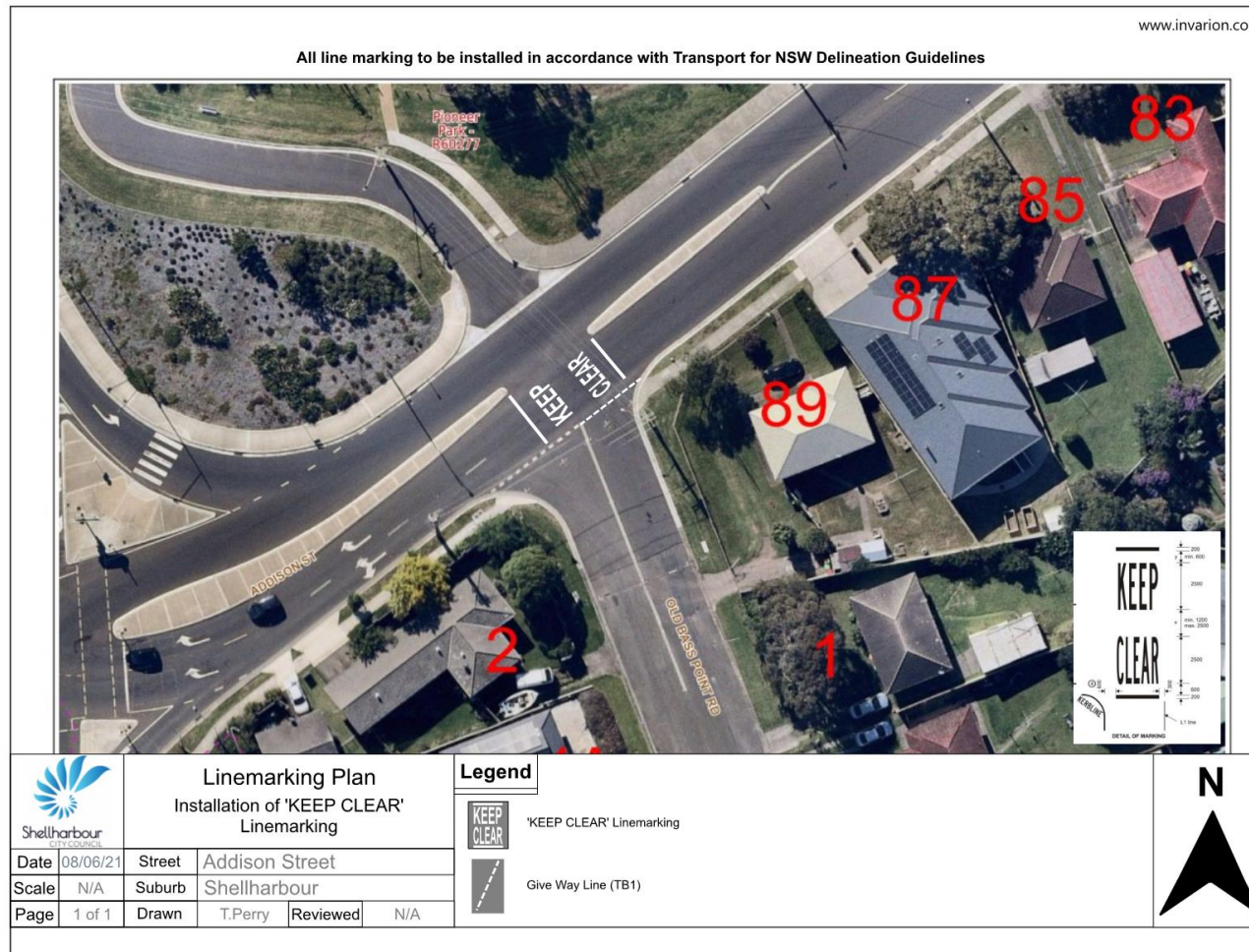
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Scale: 1:2000



**Attachment 2 - Proposed Linemarking 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 Spotted Gum Road, Albion Park Rail
- 1x report of speeding at Koonah Street, Albion Park particularly near Kanahooka Street.
- 1x report of speeding at Whittaker Street, Flinders. This is the sixth time in the past two years Council have received reports of speeding. Council deployed two traffic counters during the month of May 2021 and will be deploying an additional two traffic counters during June 2021 to obtain speed statistics for the street. A report will be prepared once the speed statistics have been analysed and forwarded onto local Police at a later date.
- 1x report of speeding at Wallaroo Drive, Shellharbour City Centre
- 1x report of speeding on Landy Drive, Mount Warrigal, just south of the Cuthbert Drive T-intersection
- 1x report of speeding and vehicles not giving way heading east at Illawarra Highway and Broughton Avenue, Tullimbar
- 1x report of speeding on Ashburton Drive, Croom near the intersection of Croom Road. Reports of speeding down the hill heading southwest
- 1x report of speeding on Queen Street, Warilla heading towards Shellharbour Road. Vehicles speed attempting to 'catch' the green light of the traffic signals.

#### Approved By

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

#### Attachments

Nil.

## **10.2. Truck Turning - Cove Boulevard, Shell Cove**

### **Item for Information**

Lake Illawarra Police have notified Council of a road safety issue and property damage as a result of large vehicles turning into residential access roads on Cove Boulevard, Shell Cove. The report by Lake Illawarra Police suggest that a "No right turn sign for vehicles over 4.5 tonnes" be erected to prevent eastbound trucks travelling along Cove Boulevard attempting to make a right hand turn in to the residential access road (**Attachment 1**). Trucks allegedly cannot make the turn in one manoeuvre and consistently 'run over' the nearby garden and front lawn(s). On Monday, a Police Officer observed a medium rigid truck make a multiple manoeuvre right hand turn at this entrance which caused very deep tyre ruts through adjacent resident(s) front lawns. The occupier of the premises advised police that the lawn was only just repaired after the last truck damaged the same area a short time ago. Should the suggested sign be erected, trucks can turn around Harbour Boulevard and Cove Boulevard roundabout.

This report is for the Committee information only given that community consultation could not feasibly be undertaken before the July 2021 meeting. Subsequent community consultation will therefore be undertaken during the month of July 2021. A report with a proposed solution to address these issues will then be submitted to the August 2021 Traffic Committee meeting.

### **Approved By**

<b>Approved for Council's Consideration:</b>	<b>Matthew Apolo</b>
<b>Date of Meeting:</b>	<b>7 July 2021</b>

### **Attachments**

1. Schematic of Issues Experienced – *Page 53*

Attachment 1 - Schematic of Issues Experienced



## **11. Next Meeting**

Date: 4 August 2021