

## Shoalhaven Traffic Committee

**Meeting Date:** Tuesday, 12 March, 2019

**Location:** Jervis Bay Rooms, City Administrative Centre, Bridge Road, Nowra

**Time:** 9.30am

**Please note:** Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

### Agenda

#### 1. Apologies

#### 2. Confirmation of Minutes

- Shoalhaven Traffic Committee - 12 February 2019.....1

#### 3. Business Arising from Previous Minutes

#### 4. Reports of the Convenor

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#### 5. General Business

**Note:** The next meeting will be held on Tuesday 9 April 2019.

**Membership**

Mr Tom Dimec  
Ms Amy Thomson  
Sergeant Mick Tebbutt  
Mr Alan Trass  
Mr Stuart Coughlan  
Clr Jo Gash  
Clr Patricia White  
Clr Mitchell Pakes

The Shoalhaven Traffic Committee is a technical review committee, not a committee of Council under the Local Government Act 1993. The Roads and Maritime Services (RMS) has delegated certain powers to Council under the Transport Administration Act 1988 (Section 50). A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four formal members of the Traffic Committee, *each of whom has a single vote only*. The members are representatives from:

- NSW Police Force
- RMS
- Shoalhaven City Council
- Local State Member of Parliament (for the location of the issue to be voted upon)

If the RMS or NSW Police Force disagrees with any Traffic Committee recommendation, or Council's resolution (on any Traffic Committee recommendation), they may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the date of notification in writing. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Council cannot amend a Traffic Committee recommendation. The Council can only: adopt the Traffic Committee recommendation; not adopt the Traffic Committee recommendation, or request the Traffic Committee reconsider the issue.

**The full guide to the delegation to Council's for the regulation of traffic can be viewed at [RMS Website](#)**

## MINUTES OF THE SHOALHAVEN TRAFFIC COMMITTEE

**Meeting Date:** Tuesday, 12 February 2019  
**Location:** E-Meeting

The following members voted:

Mr Tom Dimec – Chairperson  
Sgt Mick Tebbutt – representing NSW Police  
Mr Alan Trass – representing Shelley Hancock, MP  
Mr Stuart Coughlan – representing Gareth Ward, MP  
Ms Amy Thomson – representing Roads and Maritime Service

### Apologies / Leave of Absence

Nil

### Confirmation of the Minutes

**RESOLVED** (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 15 January 2019 be confirmed.

CARRIED

### Business Arising from Previous Minutes

Nil

## REPORTS OF THE CONVENOR

**TC19.6** Proposed Multi-Storey Carpark - Shoalhaven Hospital -  
Scenic Drive, Nowra (PN 3487)

**HPERM Ref:**  
**D19/39597**

### Recommendation

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the following modifications to the proposed interim parking arrangements installed as part of the parking management during construction of the off-street car park associated with the Shoalhaven District Memorial Hospital, Scenic Drive, Nowra, as shown on the attached plans:

- Removing 2 proposed on-street disabled parking spaces west of the proposed construction access
- Removing 3 existing on-street parallel parking spaces east of the proposed construction access

**RECOMMENDATION** (By consent)

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the following modifications to the proposed interim parking arrangements installed as part of the parking management during construction of the off-street car park associated with the Shoalhaven District Memorial Hospital, Scenic Drive, Nowra, as shown on the attached plans:

- Removing 2 proposed on-street disabled parking spaces west of the proposed construction access
- Removing 3 existing on-street parallel parking spaces east of the proposed construction access

CARRIED

**TC19.7 Proposed BB line marking and signage upgrades -  
Upper Kangaroo River Road, Upper Kangaroo River (PN  
3532)**

**HPERM Ref:  
D19/39611**

**Recommendation**

That the General Manager (Director Assets and Works) requested to arrange for the installation of approximately 365m of BB centreline marking and associated curve warning signage on Upper Kangaroo River Road approximately 100m from Moss Vale Road, as detailed in the attached plan.

**RECOMMENDATION** (By consent)

That the General Manager (Director Assets and Works) requested to arrange for the installation of approximately 365m of BB centreline marking and associated curve warning signage on Upper Kangaroo River Road approximately 100m from Moss Vale Road, as detailed in the attached plan.

CARRIED

Mr Tom Dimec  
CHAIRPERSON

## TC19.8 Recommendations from Previous Meeting

**HPERM Ref:** D19/39276

**Convenor:** Tom Dimec

### **Recommendation (Item to be determined under delegated authority)**

That the report regarding the recommendations from the previous two meetings be received for information.

### **Details**

The minutes of the Shoalhaven Traffic Committee e-meeting held on 15 January 2019 are included in the agenda.

The recommendations contained therein were submitted to Council at its meeting held on 29 January 2019. All recommendations were adopted, except for the following:

TC19.3 – Installation of No Stopping Zone – Prince Edward Avenue.

Council resolved:

*That this matter be deferred pending discussions with Holiday Haven.*

The minutes of the Shoalhaven Traffic Committee e-meeting held on 12 February 2019 are included in the agenda.

The recommendations contained therein were submitted to Council at its meeting held on 26 February 2019. All recommendations were adopted.

## TC19.9 Temporary Road Closures for ANZAC Day Services and Marches (PN 3477)

**HPERM Ref:** D19/72552

**Convenor:** Tom Dimec

### Recommendation

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the following proposed road closures on 25 April 2019 in support of annual ANZAC Day marches and ceremonies;

1. Berry – Assemble in Queen Street adjacent to Apex Park at 10.20am. The march will move off at 10.30am via Queen and Alexandra Streets to War Memorial Gardens for the one (1) hour service.
2. Bomaderry – Dawn Service in Walsh Memorial Park, Meroo Street commencing at 5:45am. Memorial Service – Assemble in Bunberra Street adjacent to Bomaderry RSL Club at 9.00am and march to Walsh Memorial Park in Meroo Street at 9.15am via Bunberra and Meroo Streets for service at 9.30am.
3. Callala Beach – A Memorial Service will be held at the Cenotaph in the grounds of the Callala RSL Country Club commencing at 10.00am.
4. Culburra – Assemble in Culburra Bowling and Recreation Club car park at 11.30am. March to the War Memorial adjacent to the Culburra Community Centre at 11.45am via West Crescent and Culburra Road for service at 12noon.
5. Greenwell Point – Dawn Service – Assemble at Greenwell Point Memorial Hall at 5.10am and march off at 5.25am to ANZAC Park via Greenwell Point Road for service.
6. Huskisson – Assemble in Hawke Street adjacent to White Sands Park at 10.15am. The march will move off at 10.30am via Hawke, Owen and Currumbene Streets to Voyager Park for service commencing at 11.00am.
7. Kangaroo Valley – Assemble at the Showground at 9.45am for march to commence at 10.00am travelling along Moss Vale Road to Cenotaph for service, returning along same route for dispersal at the Showground at approx. 11.30am.
8. Milton – Assemble at the intersection of the Princes Highway and Church Street at 10.00am for the march to commence at 10.30am along the Princes Highway to Milton Cenotaph for service expected to be completed by 12noon.
9. Nowra – Assemble at 10.10am in Junction Street between Berry and Osborne Streets, march to Memorial Gates at Nowra Showground at 10.30am for a one (1) hour service after which the assembly will march along Junction Street to Shoalhaven Street where the parade will be dispersed.
10. Shoalhaven Heads – Assemble at 5.30am adjacent to the Centre Shops in Shoalhaven Heads Road with march to commence at 5.45am to the Shoalhaven Heads Memorial Park via Shoalhaven Heads Road for the service.
11. St Georges Basin – Memorial Service – Assemble in the Lions Park Memorial, Island Point Road (opposite hardware store) at 10.50am for service commencing at 11.00am.
12. Sussex Inlet – Assemble in Neilson Road at 9.45am in front of RSL Sub-Branch Hall for the march commencing at 10am to the Sussex Inlet War Memorial at the RSL Club for the service.

**Details**

This report is to advise the Shoalhaven Traffic Committee of the road closures which will be in effect on Thursday 25 April 2019, to enable the annual ANZAC Day marches and ceremonies to be held within the City of Shoalhaven.

## TC19.10 No Parking Beyond This Point - Flatrock Swimming Area (PN 3514)

**HPERM Ref:** D19/72608

**Convenor:** Tom Dimec

**Attachments:**

1. Plan 1 - No Parking Beyond This Point - Flatrock Swimming Area (PN 3514) [↓](#)
2. Plan 2 - No Parking Beyond This Point - Flatrock Swimming Area (PN 3514) [↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be requested to arrange for the installation of a “No Parking Area” sign at the Council stockpile site on Upper Kangaroo River Road, Upper Kangaroo River, as detailed in the attached plan.

### Details

The Committee may recall from the meeting of 8 November 2018 that the following item was presented.

Council has been requested to review parking along Upper Kangaroo River Road due to an increase in tourism at the Flat Rock swimming area.

Residents in the area have noted that due to the influx of tourists there are now congestion issues with vehicles parked on the edge of the narrow road.

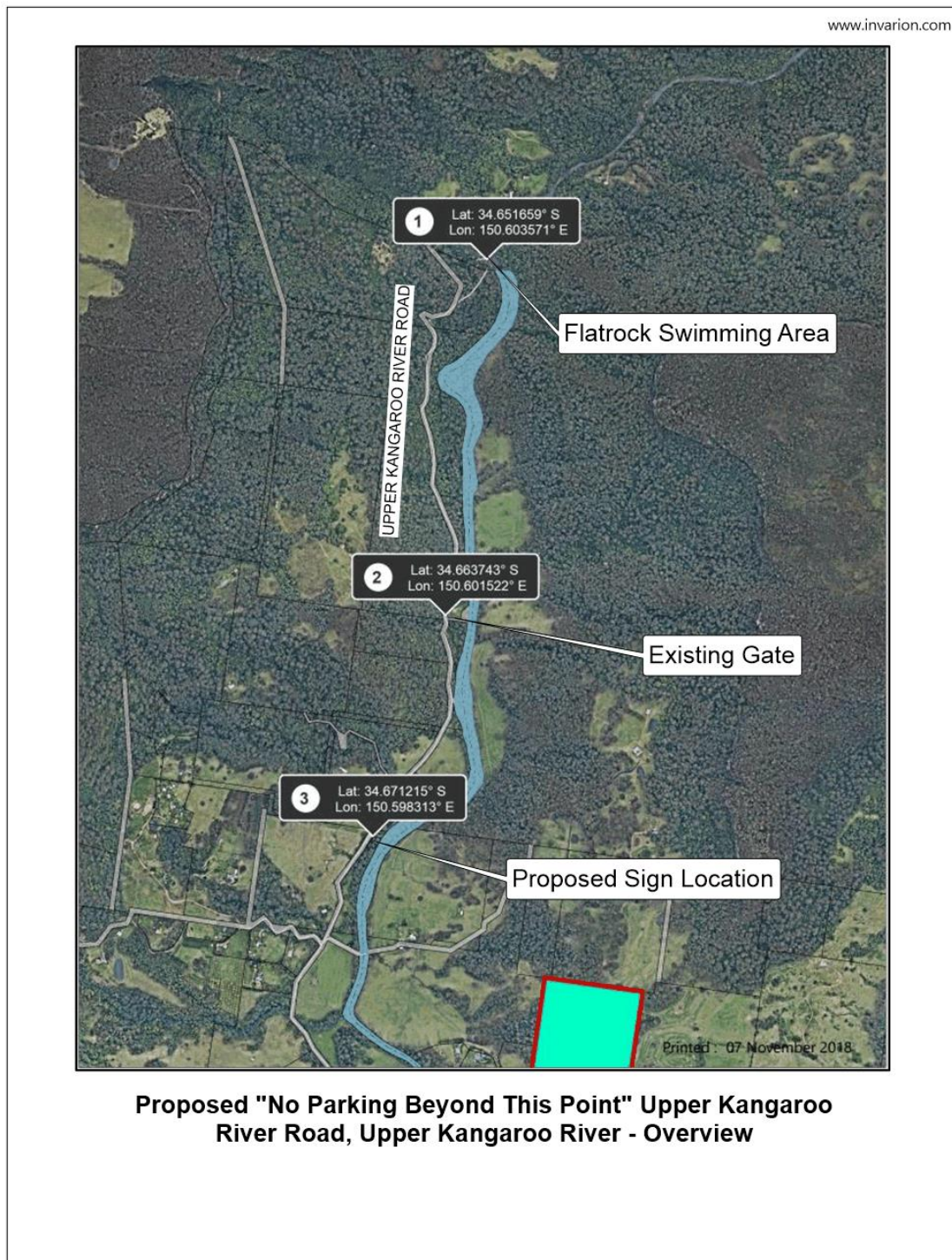
Council’s traffic unit inspected the location and noted that due to the width and other geographical features, parking along Upper Kangaroo River road creates an unsafe situation.

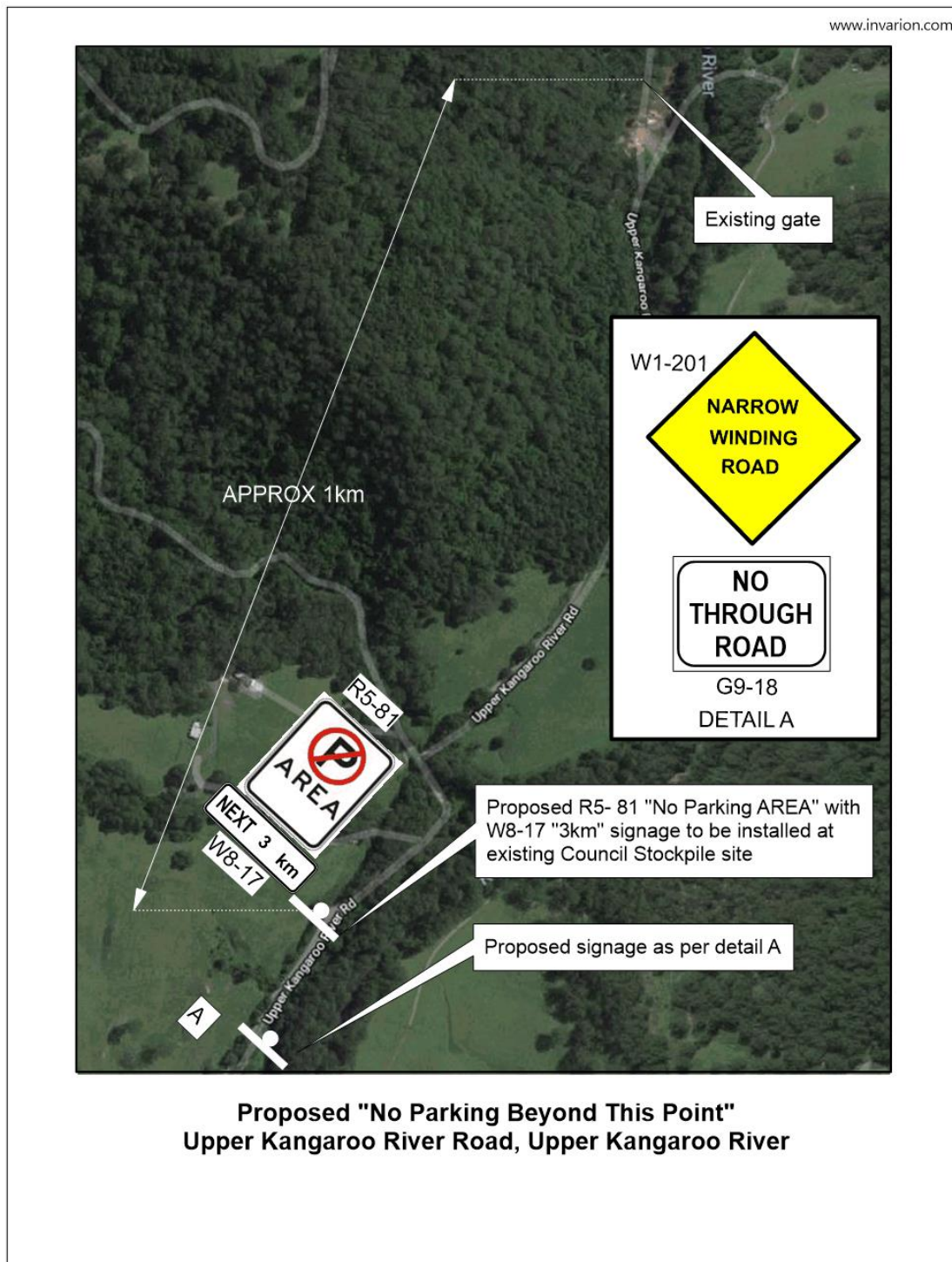
To address the request, Council’s traffic unit are considering the installation of a “No Parking Area” sign with warning signage to compliment this. These measures are to ensure the safety of tourists and residents using Upper Kangaroo River Road.

The impact of the proposal will result in the loss of parking on Upper Kangaroo River Road from the existing Council Stockpile site onwards. However, the road is too narrow to allow parking activity to continue

Consultation was undertaken with the affected properties and the Budgong Community Group. One submission was received in support of the proposal.







## TC19.11 Edge Line Marking Croobyar Road Milton (PN 3533)

**HPERM Ref:** D19/72725

**Convenor:** Tom Dimec

**Attachments:** 1. Plan - Edge Line Marking Croobyar Road Milton (PN 3533) [↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed E1 line marking on Croobyar Road, Milton between Myrtle Street and Price Parkway, as detailed in the attached plan.

### Details

Council has received concerns relating to pedestrian safety along Croobyar Road, Milton from Myrtle Street to the Milton Showground.

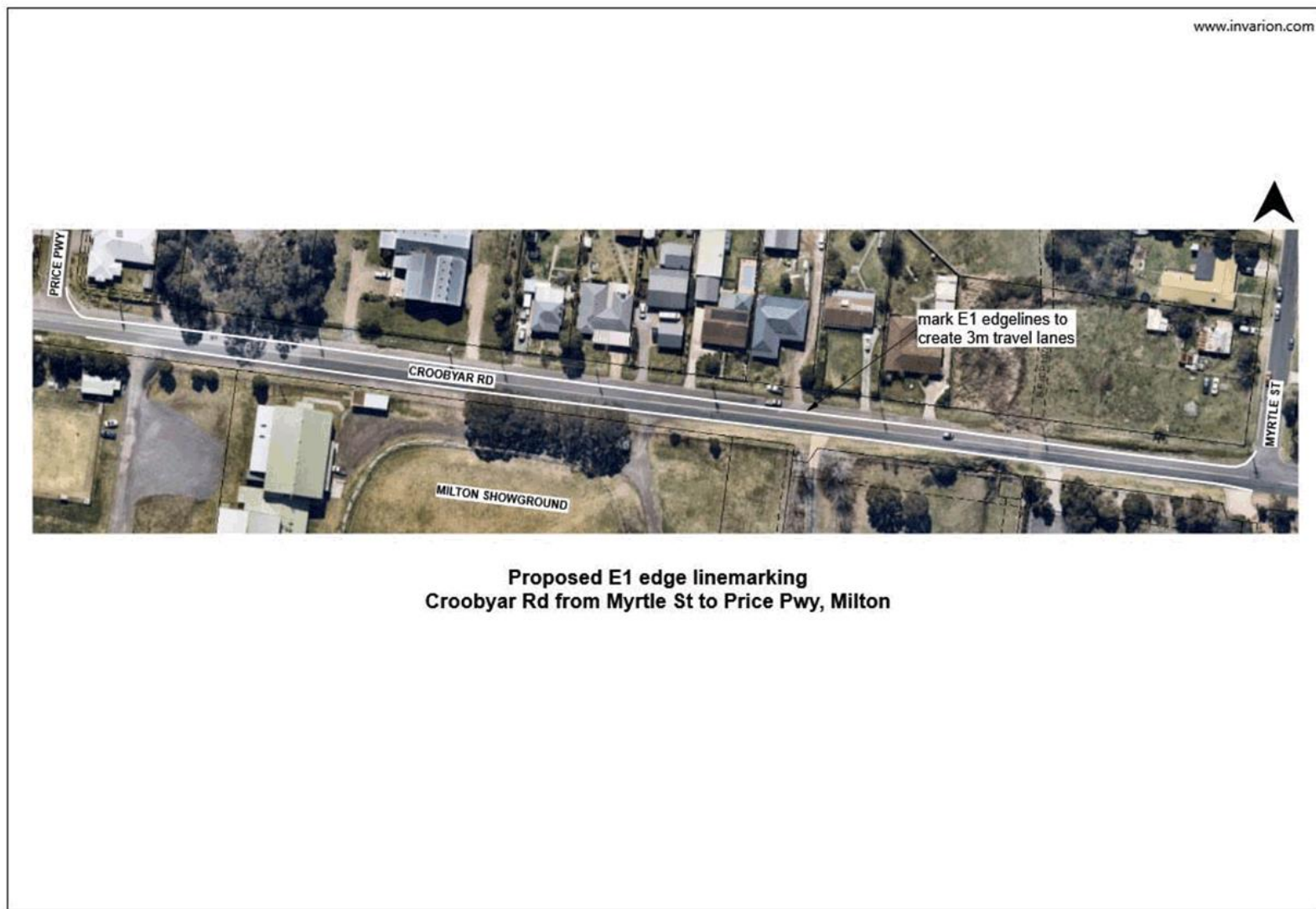
Concerns have been raised that due to the culvert west of Myrtle Street pedestrians are walking along the road. In addition to this, concerns have also been raised over the delineation of the travel lane from the angled-on street parking adjacent to the Milton Showground fence on the southern side of Croobyar Road.

Council's Traffic Unit inspected the location and noted that due to the culvert west of Myrtle Street, that there is no area for pedestrians to continue walking adjacent to Croobyar Road. Pedestrians are thereby forced to walk along the road, creating an unsafe situation.

To address the concern, Council's Traffic Unit are considering installing E1 edge line marking to create 3m travel lanes on both sides of Croobyar Road extending between Myrtle Street and Price Parkway.

This will supplement the existing centre line marking and will assist in delineating the travel lane and provide a greater shoulder width for pedestrians at the culvert adjacent to the 45-degree parking spaces.





## **TC19.12 Line marking - Wheelbarrow Rd Morton (PN 3534)**

**HPERM Ref:** D19/72826

**Convenor:** Tom Dimec

**Attachments:** 1. Plan - Line marking - Wheelbarrow Rd Morton (PN 3534) [↓](#)

### **Recommendation**

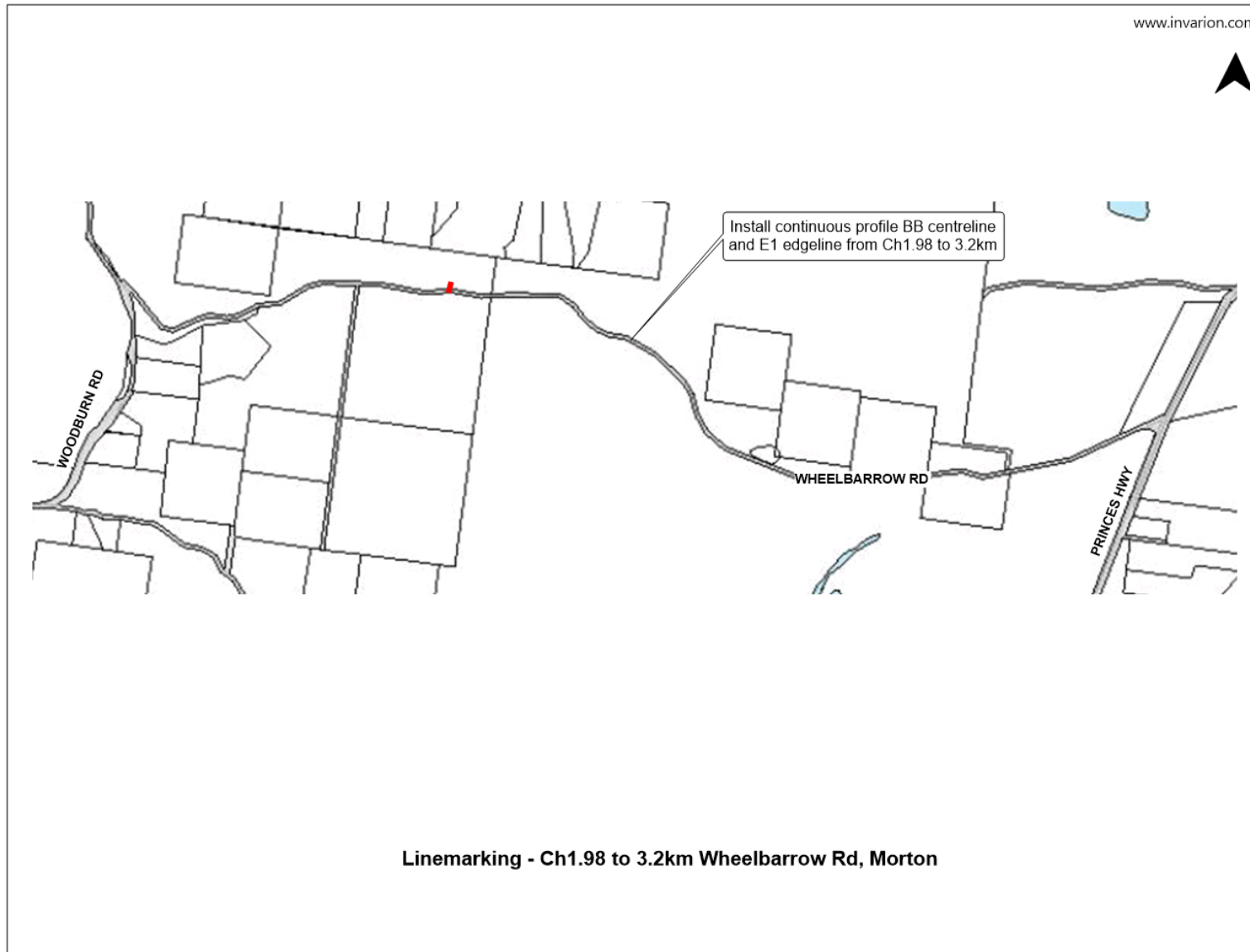
That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed double barrier (BB) and edge line (E1) marking works on Wheelbarrow Road, Morton from CH1.98 to 3.2km, as detailed in the attached plan.

### **Details**

Council received funding under the NSW Safer Roads Program to seal a 1.22km section of Wheelbarrow Rd from Ch1.98 to 3.2km. In addition to sealing works, the project also includes installing audio tactile centre and edge line marking.

Sealing works have recently been completed, and a line marking plan has been submitted for the Committee's consideration. It is proposed to install Double Barrier (BB) centreline and E1 edge lines for the extent of the work in accordance with the approved project.

The line marking will delineate 2 x 3m travel lanes with 0.3m shoulders.



## TC19.13 Traffic Signals North St/Kinghorne St/Moss St Nowra (PN 3535)

**HPERM Ref:** D19/72919

**Convenor:** Tom Dimec

**Attachments:**

1. Plan 1 - Traffic Signals North St/Kinghorne St/Moss St Nowra (PN 3535)  
[↓](#)
2. Plan 2 - Traffic Signals North St/Kinghorne St/Moss St Nowra (PN 3535)  
[↓](#)
3. Plan 3 - Traffic Signals North St/Kinghorne St/Moss St Nowra (PN 3535)  
[↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed installation of traffic signals and associated line marking and signage at the intersection of North Street/Kinghorne Street/Moss Street, Nowra, as detailed in the attached plan.

### Details

Council has received funding under the 2018/19 Federal Government Blackspot Program for the installation of traffic signals at the intersection of North Street/Kinghorne Street/Moss Street, Nowra.

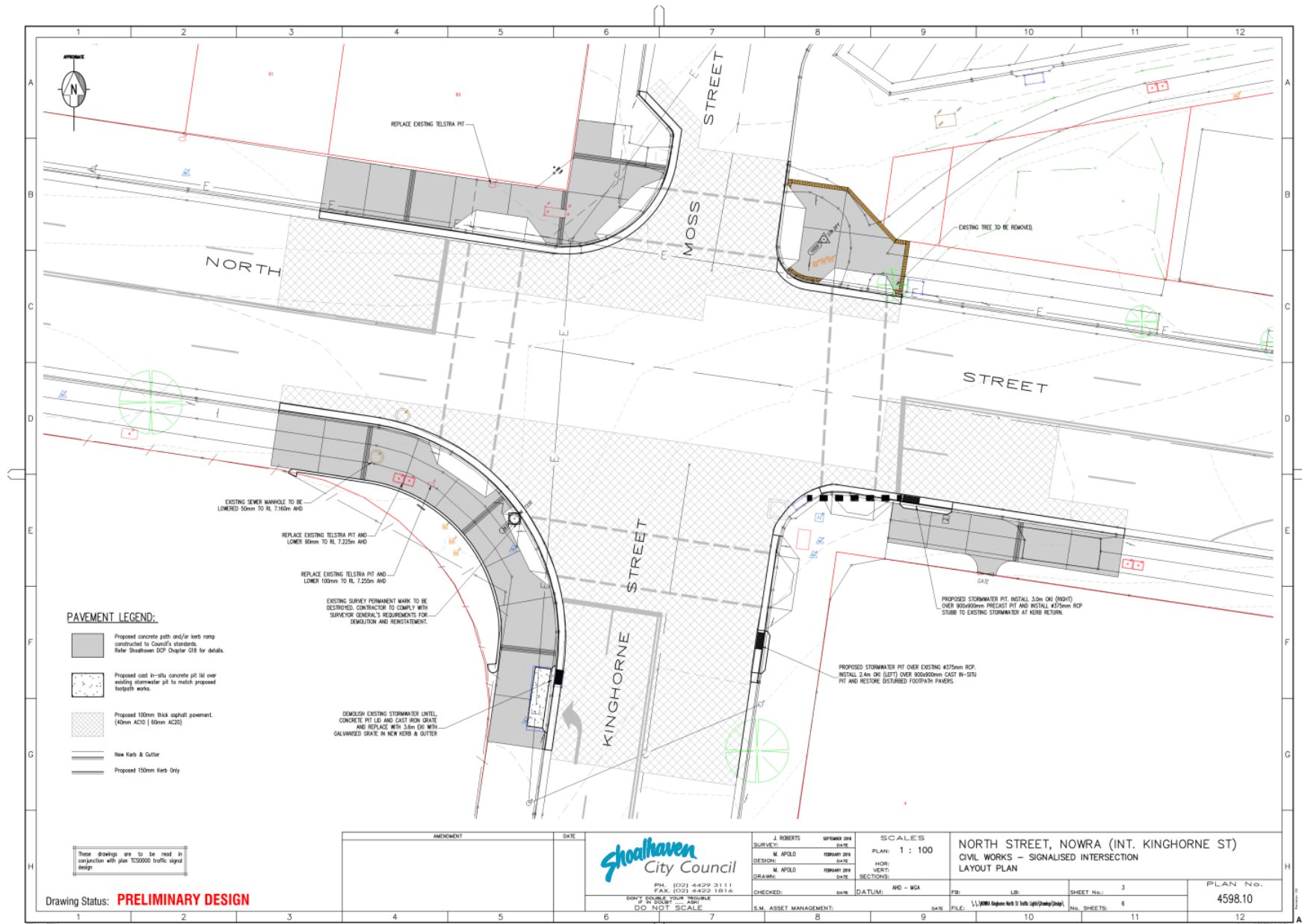
The proposed traffic signals will provide an important safety treatment at the intersection for both vehicles and pedestrians, and is consistent with the Nowra CBD transport strategy. In the 5-year period between July 2011 and June 2016 there were 4 crashes at this intersection which resulted in injuries, 1 of which involved a pedestrian.

The RMS have requested that signage, line marking, and traffic signal design plans be submitted to the Committee for its consideration.

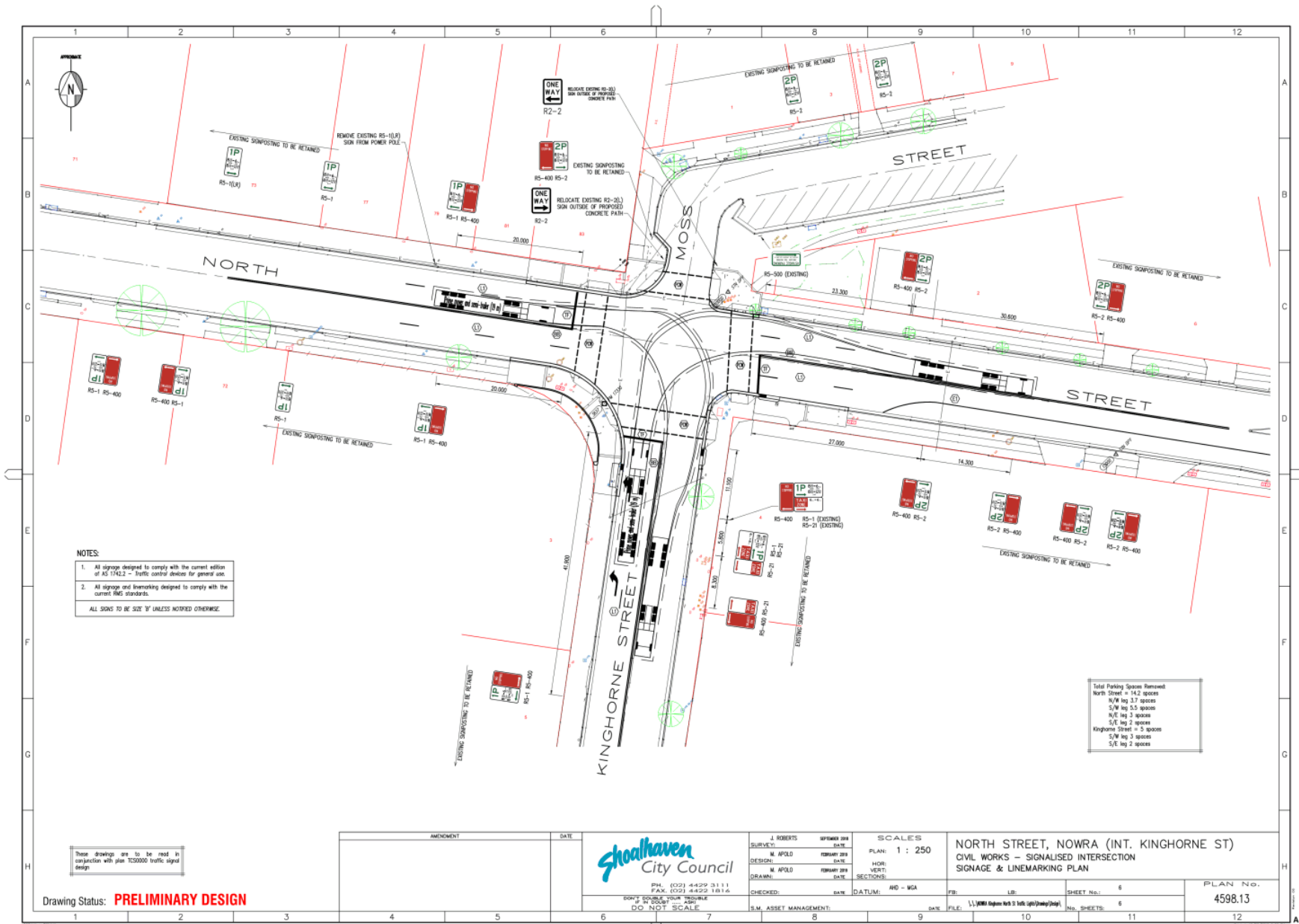
An adverse impact of this proposal is there will be some loss of available on-street parking on Kinghorne St and North St. Every effort has been made to minimise the loss of parking for the project, and the extent of parking impacts represents the minimum to achieve safe standards on the approach and departure to the traffic signals and allow for heavy vehicle swept paths.

The incremental loss of on street parking though the Nowra CBD has been factored into the adopted Nowra CBD Parking Strategy. Notwithstanding, separate to this report, Council staff are investigating options to relocate some time restricted parking to offset the loss. This will be reported to a future meeting following consultation

It should be noted that in the future, North Street will be converted to a 4-lane road, with additional signalised intersections at Graham Street, O'Keeffe Ave and the Princes Highway, in accordance with the Nowra CBD strategy. These works will be required progressively over time but also may be brought forward by the East Nowra Sub Arterial (ENSA) project which will connect into North Street. These upgrades will ultimately require the removal of all on street parking along North St from the Highway to Bridge Rd. At each successive upgrade (like the current proposed traffic signals project at North Street/Kinghorne Street intersection), losses of parking will be minimised where practical.







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DATE IN SERVICE: 000000

Transport  
Roads & Maritime  
Services

TCS 0000

**MOVEMENTS**

A PHASE

B PHASE

**SIGNAL GROUP PHASE CHART**

SIGNAL GROUP	PHASE GREEN		TABLE TYPE	REMARKS
	A	B		
V1	X		1	
V2	X		1	
V3			29	Timed RA protection for V2 pedestrians
V4			29	Timed RA protection for V1 pedestrians
V5		X	1	
V6			29	Timed RA protection for V3 pedestrians
V7			30	Timed RA protection for V2 pedestrians
V8			23	Timed RA protection for V2 pedestrians
V9			30	Timed RA protection for V4 pedestrians
P1	X		1	
P2	X		1	
P3	X		1	
P4	X		1	

**POSTS**

POST	TYPE	OFFSET	REMARKS
1	8	1.0	New
2	4	1.0	New
3	8	1.0	New
4	8	1.0	New
5	8	1.0	New
6	8	1.0	New
7	8	1.0	New
8	8	1.0	New

**NOTES**

- This site is SCATS linked.
- Special STOP sign (R1-4) placed on posts 8.
- Audio-tactile push buttons provided on posts 1, 2, 3, 4, 5, 6, 7 & 8.
- Kerb ramps to be constructed at all pedestrian crossings in accordance with (BMS Standard Road) Drawing R2009.11.
- Power supply to be determined, within 30m of the controller, by a level 2/3 service provider prior to construction.

<b>A. ORIGINAL ISSUE</b>	<b>PUBLIC UTILITY SERVICES</b>		<b>REFERENCE PLANS</b>		<b>DESIGN APPROVAL</b>		<b>TRANS RECOMMENDATION</b>		<b>BMS ACCEPTANCE</b>		<b>ROADS AND MARITIME SERVICES</b> <b>SHOALHAVEN COUNCIL AREA</b> <b>TRAFFIC SIGNALS AT</b> <b>NORTH STREET,</b> <b>KINGHORNE STREET AND MOSS STREET</b> <b>NOWRA</b>	
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<b>EXISTING</b>		<b>PROPOSED</b>	
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## TC19.14 Installation of No Stopping Zone - Prince Edward Avenue Culburra Beach (PN 3526)

**HPERM Ref:** D19/72991

**Convenor:** Tom Dimec

**Attachments:** 1. Plan - Installation of No Stopping Zone - Prince Edward Avenue Culburra Beach (PN 3526) [↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be requested to arrange for the installation of a No Stopping zone 20 metres either side of the Holiday Haven Tourist Park access on Prince Edward Avenue, Culburra Beach, as detailed in the attached plan.

### Details

The Committee may recall this item from the January Traffic Committee meeting; the item was deferred at the Ordinary Meeting level pending further consultation with Holiday Haven.

Council has been requested to review the intersection at the entrance to the Culburra Beach Holiday Haven Tourist Park on Prince Edward Avenue, Culburra Beach

Holiday Haven staff and guests have expressed concerns regarding sight distance obstructions due to parked vehicles.

Council's traffic unit inspected the location and noted that there was significant congestion with vehicles parked on both the western and eastern side of Prince Edward Avenue in the vicinity of the Holiday Haven Tourist Park Access.

To address the request, Council's traffic unit have proposed the installation of a 'No Stopping' zone 20 metres either side of the intersection. Council staff will also be arranging for the installation of advisory and warning signage to ensure that any loss of on street parking is absorbed by the nearby boat ramp car park.

The impact of the proposal will result in the loss of approximately 4 car spaces; however, it will reduce congestion at the intersection and increase both Safe Intersection Sight Distance and Approach Sight Distance for Holiday Haven staff and guests.

Consultation was undertaken with the affected property (Holiday Haven) and the Culburra Beach Progress Association. One submission was received in support of the proposal (Holiday Haven).



## TC19.15 Centre Line Marking and RRPMS - Kangaroo Valley Road - (PN 2929)

**HPERM Ref:** D19/73035

**Convenor:** Tom Dimec

### Recommendation

That the General Manager (Director, Planning Environment & Development) be requested to arrange for the installation of Centre Line marking on Kangaroo Valley Road (between Bundewallah Road, Berry and Wattamolla Road, Berry Mountain) approximately 12.4 km.

### Details

Council continues to receive ongoing concerns raised in relation to safety on Kangaroo Valley Road over Berry Mountain (between Berry and Kangaroo Valley).

Historically Council did originally receive grant funding approval under the Nation Building Black Spot Program for a line marking and signage project on Kangaroo Valley Road (between Bundewallah Road, Berry and Wattamolla Road, Berry Mountain) to address head-on and off-path crashes.

However, the NSW Roads & Maritime Services did not approve the line marking component of the work due to the narrow lane widths on many parts of the road, and allowed Council to expend the project funds on guardrail provision, given that guardrail was also warranted on thirteen sections of the road.

The signage and guardrail works were completed (three sections of guardrail were able to be completed with the funds on the Berry side of the mountain) and in the following years Council was successful in gaining additional grant funding to complete the remaining ten sections of guardrail (under both the Nation Building Black Spot Program with additional funding provided by the Gilmore program).

The signposting and guardrail treatments improved safety and were welcomed by the local community, but haven't significantly decreased the number of crash incidents, and there have been continued calls for the road to be line marked.

A subsequent black application was submitted to undertake some widening works, sufficient to allow line marking to be installed in accordance with the general standard (the general provisions require a road to be at least 5.5m in width before it can be line marked).

This was not approved by the RMS who requested to see the design detail in the first instance, to confirm the widths could be achieved, and what works would be required to achieve the widening.

A design has since been prepared; however, the geotechnical and drainage treatments required to permit even localised widening have resulted in very high cost estimates, and accordingly the associated benefit/cost of the works do not currently meet blackspot criteria, and a project has not been able to be resubmitted including the road widening works.

Accordingly, following extensive design investigations, inability to be able to attract grant funding for any widening works based on current criteria, and because of ongoing crashes and community concerns, the Traffic Unit are strongly recommending the line marking proposal be revisited by the Shoalhaven Traffic Committee.

The Committee may be aware that prior to the original line marking proposal, and as an interim solution, Council did mark the subject section of Kangaroo Valley Road with dots, which is standard practice (called spotting) prior to the centre line marking being installed.

The practice of spotting assists line marking contractors to ensure line marking is installed in the correct locations. Following the spotting of the centre line, Council received very positive response from the community due to the significant delineation improvements provided by the dots, and there have been ongoing calls to line mark the road, or at the very least re-mark the spots, now that they have faded.

The Committee are now being asked to revisit the proposal to line mark the length of Kangaroo Valley Road (between Bundewallah Road, Berry and Wattamolla Road, Berry Mountain) to address ongoing head-on and off-path crashes.

Pursuant to Australian Standards, to address the narrow nature of the existing travel lanes, the current proposal is to install single barrier line marking and Raised Reflective Pavement Markers (RRPMs) where the width of the road does not allow for a double barrier line. This is in accordance with AS1742.2 Clause 5.3.2.4. as the road has frequent curves, is prone to fog, there is accident history on the road and it experiences a substantial volume of tourist traffic throughout the year.

Implementation of a single barrier with RRPMs along the centre of the road in areas where the road is less than 5.5m will improve delineation without significantly compromising the lane widths.

If approved, grant funding opportunities could be revisited, or the installation may have to be staged over successive financial years.

A line marking plan has been prepared for the Committee's consideration.