

Shoalhaven Traffic Committee

Meeting Date: Tuesday, 10 May, 2022

Location: Teams Meeting

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

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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 14 June 2022.

Membership

Mr David Pieresko – Convenor
Clr Patricia White
Clr Matthew Norris
Ms Nicole Brodie
Sergeant Kelly Thomas
Ms Shelley Hancock MP (or representative)
Mr Stuart Coughlan

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 April 2022

Location: Email

The following members participated:

Convenor David Pieresko - Senior Civil Engineer
Ms Nicole Brodie - TfNSW
Sgt Kelly Thomas – NSW Police
Mr Stuart Coughlan representing Gareth Ward - MP
Mr Adam Carney representing Shelley Hancock - MP

Apologies / Leave of Absence

Nil.

Confirmation of the Minutes

RESOLVED (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 8 February 2022 be confirmed.

CARRIED

Business Arising from Previous Minutes

Nil.

REPORTS OF THE CONVENOR

TC22.4 Recommendations from Previous Meetings

HPERM Ref:
D22/145723

Recommendation (Item to be determined under delegated authority)

That the report regarding the recommendations from the Shoalhaven Traffic Committee meetings 14 December 2021 & 18 January 2022 be received for information.

RESOLVED (By consent)

That the report regarding the recommendations from the Shoalhaven Traffic Committee meetings 14 December 2021 & 18 January 2022 be received for information.

CARRIED

**TC22.5 Signage and Linemarking Plans - Lot 30 DP 1198692 -
George Evans and Jonsson Roads - Mundamia (PN3685)****HPERM Ref:
D22/108555****Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking associated with the development at George Evans and Jonsson Roads, Mundamia (per development consent condition C15 & C18), as per Plan No D22/108734 subject to the following:
 - a. Continuity line to be provided at the merge taper in accordance with AGRD Part 3 Cl. 9 on drawing reference N25489-1067.
 - b. Remove reference to bus linemarking & provide C3 Edge line marking label to Auxiliary Lane on drawing reference N25489-1068.
 - c. Road lighting in accordance with AS/NZS 1158.4 is provided
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council.

RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking associated with the development at George Evans and Jonsson Roads, Mundamia (per development consent condition C15 & C18), as per Plan No D22/108734 subject to the following:
 - a. Continuity line to be provided at the merge taper in accordance with AGRD Part 3 Cl. 9 on drawing reference N25489-1067.
 - b. Remove reference to bus linemarking & provide C3 Edge line marking label to Auxiliary Lane on drawing reference N25489-1068.
 - c. Road lighting in accordance with AS/NZS 1158.4 is provided
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council.

CARRIED*Note: This Recommendation was approved by the Director City Services 3 May 2022.*David Pieresko
CONVENOR

TC22.6 Parking Restrictions - Lake Conjola Boat Ramp Carpark - Lake Conjola Entrance Road - Lake Conjola (PN 3686)

HPERM Ref: D22/169790

Convenor: David Pieresko

Attachments: 1. PN 3686 Plan [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Parking Restrictions at Lake Conjola Entrance Road, Lake Conjola as per Plan No D22/169813.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

TC22.6

Background:

Council has received feedback from the community regarding the Lake Conjola Boat Ramp carpark. As a result of this feedback, Council is proposing the installation of parking restrictions.

Details of Submission:

Council has been asked to consider the installation of parking restrictions to accommodate usage by other vehicle combinations and classes outside of the peak usage periods. Council has investigated this matter and is proposing to install R5-41 signage containing the following restriction: "No Parking // Cars with Trailers Excepted // 5am – 3pm".

This proposal will allow for the specific use of these spaces by vehicles with trailers during the hours of 5:00am to 3:00pm while allowing for unrestricted parking outside of these hours. As such, this proposal will facilitate a more efficient use of the parking facilities at this location, whilst ensuring that priority is given to cars with trailers during the hours of peak use.

Consultation:

Council commenced consultation with Transport for New South Wales (TfNSW), Conjola Community Association, Amateur Fishermen's Association of NSW, and Holiday Haven Lake Conjola to discuss the proposal in March 2022. To date, Council has received four (4) submissions, three (3) supported the proposal and one (1) objection, this objection preferring to wait until the second stage of construction had been completed before adding signage to the trailer parking spaces.

Risk Implications:

The proposal will facilitate a more efficient use of the parking facilities at this location, reducing the potential for conflicts between carpark users, whilst ensuring that priority is given to cars with trailers during the hours of peak use.

Financial Implications:

This signage for this proposal will be funded by the Boating Now grant, the original source of funding for the project.

TC22.7 Proposed Linemarking - Woodburn Road - Woodstock Road - Wheelbarrow Road - Morton (PN 3687)

HPERM Ref: D22/170692

Convenor: David Pieresko

Attachments: 1. PN 3687 Plan [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking changes at the intersection of Woodburn Road, Woodstock Road, and Wheelbarrow Road as per Plan No D22/170834.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received concerns regarding road safety at the intersection of Woodburn Road, Wheelbarrow Road, and Woodstock Road. Council has also received concerns regarding limited awareness and lack of guide signage indicating the route to access the Princes Highway east of this intersection.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road and have been in consultation with Transport for NSW regarding improved guide signage.

From these investigations, Council is considering potential guide signage and linemarking improvements.

Details of Submission:

The extent of this proposal would involve the following:

- Installing BB double barrier centreline marking on both northbound and southbound approaches to the intersection with Wheelbarrow Road, which will improve awareness and delineate travel lanes for vehicles.
- Replacing the existing W2-9(R) "Curved Road Side Road Junction (Right)" signage north of the intersection with a modified G1-207N "Advanced Rural Road Sign". This will depict the upcoming curve and intersecting side road to the south with the text "Wheelbarrow Road" to raise awareness for the upcoming intersection.
- Replacing the existing W2-9(L) "Curved Road Side Road Junction (Left)" signage south of the intersection with a modified G1-207N "Advanced Rural Road Sign". This will depict the upcoming curve and intersecting side road to the north with the text "Wheelbarrow Road" to raise awareness for the upcoming intersection.

- The existing street name fingerboard sign opposite the intersection will be replaced with a much larger, enhanced G3-4N “Road Name Board” indicating “Wheelbarrow Rd”. This will provide for enhanced visibility and awareness on both approaches to the intersection.
- Underneath the proposed “Road Name Board”, it is proposed to install a G2-1 Intersection Direction sign indicating “To Princes Highway – 6(km)” in order raise awareness of this arterial link accessing the Princes Highway.

Consultation:

Council commenced consultation with affected residents and the Ulladulla and Districts Community Forum to discuss the proposal. To date, Council has received no objections to this proposal.

Risk Implications:

The impact of this proposal would result in improved driver awareness and road safety on approach to the intersection with Wheelbarrow Road.

Financial Implications:

The linemarking and signage for this proposal will be funded by Transport for NSW’s Block Grant Funding allocated to Council for new signage and linemarking.

TC22.8 Road Safety Improvements - Comerong Island Road - Numbaa (PN 3688)

HPERM Ref: D22/174624

Convenor: David Pieresko

Attachments: 1. PN 3688 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signposting and linemarking improvements on Comerong Island Road, Numbaa (between CH 4845m – 5420m) as per Plan No D22/177119.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received concerns regarding road safety along Comerong Island Road between chainage (CH) points 4845m to 5420m.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

Council's recent traffic data for this location is demonstrated below:

Comerong Island Rd, East of Jindy Andy Lane

Analysis Week = 15/3/2021 (Mon) to 28/3/2021 (Sun)

Average Day = 191 veh/day

Average Weekday = 206 veh/day

Best Day = 276, 17/3/2021 (Wednesday)

V85 = 66 km/h (EB), 58 km/h (WB)

Heavy Vehicles = 24.9% (Class 3 and above), 12.6% (Class 4 and above)

Split = 49% (EB), 51% (WB)

From these investigations and the above data, Council is considering potential signage and linemarking improvements.

Details of Submission:

The extent of this proposal would involve the following:

- Extending the existing double barrier centre linemarking from its end position approximately 250m west of the initial eastbound curve (CH 4845m) through both curves for approximately 530m to match with the newly proposed signs to the east. This centreline will be complemented with raised retroreflective pavement markers

(RRPM's) installed along its length. The width of the road is approximately 6.5m and will therefore support the addition of a centreline.

- Installing E1 edge lines with RRPM's to both sides of the road for approximately 395m, between both newly proposed signs to the east and west.
- Trimming existing vegetation as required to provide un-obscured sight of signs on approach.
- Adjusting and installing new Chevron Alignment Markers on the initial eastbound curve to comply with the requirements of Figure 4.7 and Clause 4.4.7.11 of AS1742.2.
- Replacement of the separate G9-9 "Reduce Speed" and W1-2 "Curve Warning Signs" with a revised, combination sign on both curve approaches. This will assist with driver awareness on both eastbound and westbound approaches.

Consultation:

Council commenced consultation with affected residents. To date, Council has received three submissions, consisting of mixed support for the proposal. Of these submissions, it has been requested to investigate the construction of a new road to reduce the overall impact of these curves. This would require land acquisition and significant funding for the construction of the new road.

As such, Council is proposing that the currently proposed safety measures be implemented first and that their effectiveness be monitored as to the need for any further measures.

Risk Implications:

The impact of this proposal would result in improved driver awareness and road safety on both eastbound and westbound approaches to this section of Comerong Island Road, Numbaa.

Financial Implications:

The linemarking and signage for this proposal will be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC22.9 Proposed Parking Restrictions - Reg Wilson Way - Greenwell Point (PN 3689)

HPERM Ref: D22/176311

Convenor: David Pieresko

Attachments: 1. PN 3689 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking restrictions to Reg Wilson Way, Greenwell Point as per Plan No D22/177500.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received concerns regarding traffic congestion and road safety on Reg Wilson Way, Greenwell Point.

Council staff have recently conducted a site inspection at this location, taking note of the existing signage and conditions of the road.

From these investigations, Council is considering potential signage and linemarking improvements.

Details of Submission:

The extent of this proposal would involve installing R5-400 "No Stopping" parking restrictions on both sides of Reg Wilson Way, from the intersection with Greenwell Point Road to the north, encapsulating its intersections with Wilkins Street in the east and Comarong Street to the west. These parking restrictions will be supplemented with C3 "No Stopping" yellow linemarking to further improve delineation. These parking restrictions will also reinforce the existing lengths of No Stopping from an unsignalized intersection, as per s170(3) of the NSW Road Rules.

Consultation:

Council commenced consultation with affected residents. To date, Council has received two submissions. Of these submissions, it has been indicated that the proposed parking restrictions would be insufficient to fully address road safety along Reg Wilson Way, indicating that it should be made a one-way road heading northbound from Greenwell Point Road. It has also been requested to consider a footpath along Reg Wilson Way.

Taking this feedback into consideration, Council is proposing that the currently proposed parking restrictions be implemented first and that their effectiveness be monitored as to the need for any further measures to making the street one-way or including footpaths along Reg Wilson Way.

Risk Implications:

The impact of this proposal would result in reducing congestion and improving vehicle manoeuvrability along Reg Wilson Way.

Financial Implications:

The linemarking and signage for this proposal will be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC22.10 Proposed Car Park Safety Improvements - Egans Lane Carpark - Nowra (PN 3690)

HPERM Ref: D22/176380

Convenor: David Pieresko

Attachments: 1. PN 3690 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed parking space modifications and signage and linemarking improvements within the Egans Lane Carpark, Nowra as per Plan No D22/177626.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received concerns regarding safety and accessibility within the Egans Lane Carpark, Nowra.

Council staff have recently conducted a site inspection at this location, taking note of the existing parking allocations, signage and conditions of the carpark.

From these investigations, Council is considering potential parking space modifications as well as signage and linemarking improvements.

Details of Submission:

The extent of this proposal would involve the following:

- Installing a raised blister to act as a physical control in preventing right turn movements at the Egans Lane entry.
- Installing additional pavement markings (including directional arrows and pavement text) to prevent west circulating traffic reaching the “No Exit” of the Egans Lane entry.
- Modifying 23 of the southernmost bays within the carpark.

These spaces will be reclassified as 3-hour timed parking and will be dedicated for use by Seniors or Parents with Prams Only. These spaces will be separated from the rest of the carpark by pavement text and linemarking indicating the split between 2-hour and 3-hour parking zones.

- The number of spaces dedicated to each user group or whether these spaces will be combined for use by both Seniors and Parents with Prams will be subject to further community consultation and assessment by Council.

- The style and form used to delineate these spaces (whether by a combination of pavement text, pavement markings or signage) will be subject to further community consultation and assessment by Council.
- The user groups indicated for use of these spaces (Seniors and Parents with Prams) are not regulatory and are provided as a courtesy at Council's discretion. This ultimately means that any passenger vehicle, regardless of user group, may legally occupy these spaces for the signposted 3-hour limit.
- Remarking all existing accessible spaces within the carpark to ensure compliance with AS2890.2.

This will require a shared space to be provided adjacent to each accessible parking space and will result in the loss of 6 standard parking spaces and will provide 11 accessible spaces (1 less than presently available).

- Installing transverse linemarking to delineate the existing north-to-south pedestrian walkway within the carpark, in accordance with AS2890.1 Clause 4.4.2.
- Providing for a 6m wide pedestrian (zebra) crossing in accordance with AS1742.10 over the east circulating roadway at the Woolworths shop entrance.

This will require the removal of the existing landscaped blister and the relocation of two accessible spaces at this location, in order to connect this pedestrian crossing to the existing north-to-south pedestrian crossing, referenced above.

Consultation:

Council commenced consultation with affected businesses and the Nowra CBD Revitalisation Strategy Committee. To date, Council has received no objections to this proposal.

Risk Implications:

The impact of this proposal would result in improved accessibility and pedestrian safety within the carpark. The proposal will also provide for increased availability and allocation of parking for user groups requiring close amenity and access to nearby shops.

Financial Implications:

The linemarking and signage for this proposal will be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.

TC22.11 Proposed Roundabout - Sydney Street - Owen Street - Huskisson (PN 3692)

HPERM Ref: D22/177413

Convenor: David Pieresko

Attachments: 1. PN 3692 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed roundabout at intersection of Sydney St and Owen St, Huskisson as per Plan No D22/177566;
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

As per the Council Ordinary Meeting held on 24/04/2018 (MIN18.290), Council has been tasked with the design of a roundabout at the intersection of Sydney Street and Owen Street, Huskisson. In particular, the community of Huskisson (Chamber of Commerce, JB Tourism and Huskisson Community Voice) have identified this intersection as dangerous. A roundabout is thus being proposed to improve vehicle and pedestrian safety at this intersection. This project will also improve road drainage and formalise the kerb returns at the four corners of the intersection.

Details of Submission:

The project proposes to install single lane roundabout with 6m wide circulating carriageway and inscribed circle of 16m radius. It also includes BB linemarking on all four legs, Give Way linemarkings on all four legs, kerbs & gutter, footpaths connecting kerb ramps and roundabout signs. Existing Give Way signs are proposed to be removed.

The proposed roundabout will result loss of 15 parking spaces on Sydney Street and Owen Street.

Consultation:

Council commenced consultation with affected residents, stakeholders and the Huskisson Community Voice Group to discuss the proposal. To date, Council has received 13 responses - 11 of them were in favour of the proposed roundabout, one was against the proposal with no background for disagreement. There was one response querying the layout plan. Huskisson community Voice Group suggested an artwork project be sponsored for the centre of the roundabout.

Council will take this feedback into consideration separately after the completion of the roundabout installation and assess the safety implications of such a proposal.

Risk Implications:

The proposed roundabout will improve the safety of the road users at this intersection, act as a calming device for intersecting streets, and reduce the likelihood of vehicle conflicts.

Financial Implications:

Funding has been allocated by Council for the implementation of this proposal. However, this project will be subject to further funding becoming available to address any shortfalls identified as part of the detailed design.

TC22.12 Signage and Linemarking Plan - Lot 11 DP 1264810 Matron Porter Drive (Bishop Drive) - Mollymook Beach (PN 3691)

HPERM Ref: D22/178362

Convenor: David Pieresko

Attachments: 1. PN 3691 Plans [↓](#)

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and linemarking improvements associated with the development at Lot 11 DP 1264810 Matron Porter Drive, Mollymook Beach (per development consent conditions 14 and 27), as per Plan No: D22/178580.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Details

Applicant: Rygate and West Pty Ltd

Owner: Leda Holdings Pty Ltd

Lot 11 DP 1264810 Matron Porter Drive (Bishop Drive) - Mollymook Beach – 90 Lot Residential Subdivision

As per Condition 14 of the development consent (SF9665), the following is required:

14. Details of proposed line markings and regulatory signs shall be submitted to Council for referral to the Shoalhaven Traffic Committee and subsequent recommendation to Council. Six to eight weeks should be allowed for this process, plus additional time if amendments to the plans are required.

Additionally, under Condition 27 of the development consent:

27. The intersection of the 28 metre wide access road with the link road shall be designed to the standard of an RTA type AUL for the left turn and a type AUR for the right turn and constructed to Council standards. The intersection works shall not conflict with the proposed intersection works for the subdivision on the opposite side of the link road. Intersection lighting shall be provided to the Australian Standards. Guardrail or similar protective device shall be provided in accordance with RTA standards.

As background to this submission, the development (SF9665) for a 90-lot subdivision at Matron Porter Drive, Mollymook Beach was approved on 28/12/2006. The consent included conditions for intersection treatments for the subdivision access road with the Bishop Drive link road.

Bishop Drive is a Council contributions project (05ROAD2001) currently being delivered by developer Hazcorp under a Voluntary Planning Agreement. Upon completion, Bishop Drive

TC22.12

will provide a link between the Princes Hwy at Ulladulla and the residential areas of Mollymook Beach and Narrawallee.

A similar intersection arrangement for the subdivision on the eastern side of Bishop Drive (SF9225) was previously endorsed by Council - MIN20.369 - TC20.26 - Signage and Linemarking Plan - Bishop Drive, Mollymook - Lot 4 - DP 220678 - 43 Lot Subdivision. It was resolved by Council on the 26/5/20:

That the Chief Executive Officer (Director Assets and Works) be advised that the Shoalhaven Traffic Committee agrees in principle to the proposed signage and line marking associated with the development at Lot 4 DP 220678 Bishop Drive, Mollymook (per development consent conditions 14 and 27), as per Plan No: 3599 D20/120857, in respect of achieving a safe protected right turn lane on Bishop Drive to access the approved sub-division. However, cyclist safety needs to be addressed prior to issuing construction approval to ensure that minimum safe clearances to cyclists can be achieved by motorists when traversing the intersection. Additionally, justification needs to be sought on the compliance of the dividing barrier (BS) linemarking that permits overtaking manoeuvres, referenced to on the northern and southern edges of the development along Bishop Drive, but not contained within the current plans submitted to the Shoalhaven Traffic Committee. These lengths need to be demonstrated as being in accordance with relevant Australian Standards. Otherwise, the Shoalhaven Traffic Committee recommends these lengths be converted to double barrier (BB) linemarking, in the interest of vehicular safety along this road.

The conditional elements of this endorsement were incorporated into the final Construction Certificate drawings, which were then approved (see D20/232842).

The plans submitted here propose a CHR(S) and AUL(S) treatment, which have been supported by Council's Strategic Transport Engineer.

Consultation:

This Development Application had been on Public Exhibition with comments open to be received from the community and affected residents. Council approved this subdivision application on 28/12/2006.

Risk Implications:

The proposed measures will provide for a safe intersection treatment for the future access of this subdivision. Furthermore, these conditions have been stipulated in the development consent.

Financial Implications:

Proposed works are to be funded by the developer in accordance with the development consent. Following this, Council will be responsible for ongoing maintenance following the dedication of roads within the subdivision.

TC22.13 Proposed Modifications - Load Limit Signage - Shoalhaven Local Government Area (PN 3693)

HPERM Ref: D22/178885

Convenor: David Pieresko

Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed modification of Load Limit signs within the Shoalhaven Local Government Area, to be assessed as a case-by-case basis alongside advice received from Transport for NSW and relevant stakeholders.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background:

Shoalhaven City Council has received concerns regarding outdated Load Limit signage currently installed in locations across the Shoalhaven Local Government Area (LGA).

Details of Submission:

Given the changing nature and weights of vehicles that use local roads, Council is considering the modification of existing **3-tonne** Load Limit restrictions to **4.5 tonnes**. The proposal brought before the Committee will apply to all applicable signs within the Shoalhaven LGA, and hence, will not require further reports to seek individual endorsement or recommendation to proceed.

Consultation:

Council has not commenced consultation on this proposal on any particular Load Limit sign at this time. These signs will be assessed on a case-by-case basis and will seek advice from Transport for NSW and relevant stakeholders before making any changes. Affected residents along affected streets will be notified before making the change in signage.

Risk Implications:

This proposal will ensure that these restrictions are updated to reflect the local road's usage and prohibit the intended class and weight category of larger vehicles (e.g. commercial trucks, semi-trailers, buses) from using these streets as part of their normal routes.

Financial Implications:

The signage modifications for this proposal will be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.