

## Shoalhaven Traffic Committee

**Meeting Date:** Tuesday, 13 November, 2018  
**Location:** Jervis Bay Room 3, 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

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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 11 December 2018.

**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, 9 October 2018  
**Location:** Jervis Bay Room 3, City Administrative Centre, Bridge Road, Nowra  
**Time:** 9.30am

The following members were present:

Tom Dimec - Chairperson  
Sgt Mick Tebbutt  
Alan Trass  
Stuart Coughlan  
Clr Joanna Gash  
Clr Patricia White

Others present:

Jayd Marsh – Roads & Maritime Services  
Theo Prakash – Traffic Investigation Officer

### Apologies / Leave of Absence

An apology was received from Amy Thomson.

### Confirmation of the Minutes

**RESOLVED** (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 11 September 2018 be confirmed.

CARRIED

### Business Arising from Previous Minutes

Regarding the two additional items, TC18.92 Northern End of Donlan Road, Mollymook - Line-marking and TC18.93 Burrill Lake Boat Ramp – Parking, Theo Prakash reported that investigations have been conducted and it is anticipated that both matters will shortly be ready to go to community consultation.

## REPORTS OF THE CONVENOR

### **TC18.94 Proposed Three 'First Response' Parking Spaces - Paradise Beach Road, Sanctuary Point**

**HPERM Ref: D18/306117**

RMS do not support the recommendation as the supplementary wording "Police Vehicles excepted" is not in accordance with Australian Standards.

#### **Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed No Stopping zone 'Police Vehicles Excepted' for three parking spaces and associated line marking on the southern side of Paradise Beach Road, west of Kerry Street, Sanctuary Point, as detailed in the attached plan, subject to:

- a) The R5-400(L) No Stopping 'Police Vehicles Excepted' sign located at the western end on Paradise Beach Rd being relocated to the end of the parking spaces.
- b) Removal of the individual parking lines between parking spaces.
- c) The No Stopping Zone across the new driveway in Kerry St noting 'Police Vehicles Excepted' be replaced with a No Stopping zone

#### **RECOMMENDATION (By consent)**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed No Stopping zone 'Police Vehicles Excepted' for three parking spaces and associated line marking on the southern side of Paradise Beach Road, west of Kerry Street, Sanctuary Point, as detailed in the attached plan, subject to:

- a) The R5-400(L) No Stopping 'Police Vehicles Excepted' sign located at the western end on Paradise Beach Rd being relocated to the end of the parking spaces.
- b) Removal of the individual parking lines between parking spaces.
- c) The No Stopping Zone across the new driveway in Kerry St noting 'Police Vehicles Excepted' be replaced with a No Stopping zone

CARRIED

### **TC18.95 Proposed Linemarking and Signage - Alternative High School - 1 Mattes Way, Bomaderry (PN 3513)**

**HPERM Ref: D18/306127**

#### **Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking plans (N27467-401 to 403 Rev 2) for the proposed Shoalhaven Community College, small scale High School at 1 Mattes Way, Bomaderry, subject to:

- a. Addressing the non-compliant sight distance for vehicles travelling westbound on Mattes Way around the north west corner of the building (movements west to south around the corner) which based on the current plans will result in conflicts to both vehicles manoeuvring to / from the 90 degree parking spaces as well as conflicts with pedestrians, including disabled, currently proposed to use the roadway at the intersection to access the existing pathway for access the building, and the deficient sight distance at the sites' car park access, by;
- b. Converting the first two modules of parking south of the intersection (i.e. both north and south of the existing ramp) to all indented parallel parking (for pick up-drop off, including the first two spaces to be disabled compliant), and including the provision of continuous

kerb and guttering and footpath along this length and associated pram ramps in accordance with standards, and;

- c. Amending the sight distance drawing to reflect the above change, and checking each of the proposed spaces for a conflict between vehicles manoeuvring out of those spaces with entering traffic (movements west to south around the corner), the drawing shall show clearly the actual individual measurements for each versus the required minimum standard
- d. Reviewing the third module of parking (south of the car park access) to ensure compliance with sight distance standards (which may result in a further loss of car parking adjacent to the access), and;
- e. Amending the times shown on the proposed 40 km/hr school speed zone signage, and the proposed pick up/drop off zone, to be consistent with standard "school times", and;
- f. Amending the swept path drawing for the Endeavour Energy vehicles to show design swept path movements for both entering and exiting vehicles via the proposed changes to the internal intersection on Mattes Way
- g. Addressing the lack of disabled compliant pedestrian access between the proposed external bus pick up and drop off zone along the highway with the proposed school, by providing a sheltered disabled compliant bus pick up/drop off area for the bus stop on the Highway, a continuous footpath link from the bus stop to the school, and including a disabled compliant raised pedestrian crossing on Mattes Way (as far west as practical from the Highway, and generally to align with the school entry).
- h. Revised plans addressing the above to Council's satisfaction to be submitted to Council's Traffic Unit for review prior to issue of engineering approvals.
- i. The assessment required in twelve (12) months' time shall review whether the implementation of LATM measures such as speed humps or other physical means of slowing vehicles down should be implemented (travelling west on Mattes way, prior to the internal intersection, and travelling north on Mattes Way, prior to the site car park access), and if so, the plans be amended accordingly (will require Shoalhaven Traffic Committee approval).
- j. The assessment required in twelve (12) months' time shall review whether a 'No Stopping' zone should be implemented along the full length of the Endeavour Energy wall along the western side of Mattes Way, and if so, the plans being amended accordingly (will require Shoalhaven Traffic Committee approval).

#### **RECOMMENDATION (By consent)**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking plans (N27467-401 to 403 Rev 2) for the proposed Shoalhaven Community College, small scale High School at 1 Mattes Way, Bomaderry, subject to:

- k. Addressing the non-compliant sight distance for vehicles travelling westbound on Mattes Way around the north west corner of the building (movements west to south around the corner) which based on the current plans will result in conflicts to both vehicles manoeuvring to / from the 90 degree parking spaces as well as conflicts with pedestrians, including disabled, currently proposed to use the roadway at the intersection to access the existing pathway for access the building, and the deficient sight distance at the sites' car park access, by;
- l. Converting the first two modules of parking south of the intersection (i.e. both north and south of the existing ramp) to all indented parallel parking (for pick up-drop off, including the first two spaces to be disabled compliant), and including the provision of continuous kerb and guttering and footpath along this length and associated pram ramps in accordance with standards, and;

- m. Amending the sight distance drawing to reflect the above change, and checking each of the proposed spaces for a conflict between vehicles manoeuvring out of those spaces with entering traffic (movements west to south around the corner), the drawing shall show clearly the actual individual measurements for each versus the required minimum standard
- n. Reviewing the third module of parking (south of the car park access) to ensure compliance with sight distance standards (which may result in a further loss of car parking adjacent to the access), and;
- o. Amending the times shown on the proposed 40 km/hr school speed zone signage, and the proposed pick up/drop off zone, to be consistent with standard "school times", and;
- p. Amending the swept path drawing for the Endeavour Energy vehicles to show design swept path movements for both entering and exiting vehicles via the proposed changes to the internal intersection on Mattes Way
- q. Addressing the lack of disabled compliant pedestrian access between the proposed external bus pick up and drop off zone along the highway with the proposed school, by providing a sheltered disabled compliant bus pick up/drop off area for the bus stop on the Highway, a continuous footpath link from the bus stop to the school, and including a disabled compliant raised pedestrian crossing on Mattes Way (as far west as practical from the Highway, and generally to align with the school entry).
- r. Revised plans addressing the above to Council's satisfaction to be submitted to Council's Traffic Unit for review prior to issue of engineering approvals.
- s. The assessment required in twelve (12) months' time shall review whether the implementation of LATM measures such as speed humps or other physical means of slowing vehicles down should be implemented (travelling west on Mattes way, prior to the internal intersection, and travelling north on Mattes Way, prior to the site car park access), and if so, the plans be amended accordingly (will require Shoalhaven Traffic Committee approval).
- t. The assessment required in twelve (12) months' time shall review whether a 'No Stopping' zone should be implemented along the full length of the Endeavour Energy wall along the western side of Mattes Way, and if so, the plans being amended accordingly (will require Shoalhaven Traffic Committee approval).

CARRIED

**TC18.96 Time Restricted No Stopping Zone - Moonah Road, Hyams Beach (PN 3504)**

**HPERM Ref: D18/330138**

**Recommendation**

That the General Manager (Director Assets & Works) be requested to arrange for the installation of No Stopping zone time restricted between 6.00am and 2.00pm on Fridays, on the western side of Moonah Road for its length, as detailed in the attached plan.

**RECOMMENDATION (By consent)**

That the General Manager (Director Assets & Works) be requested to arrange for the installation of No Stopping zone time restricted between 6.00am and 2.00pm on Fridays, on the western side of Moonah Road for its length, as detailed in the attached plan.

CARRIED

**TC18.97 3 hour (3P) Time Restricted Parking - Milton Ulladulla Hospital (PN 3515)****HPERM Ref:  
D18/333707****Recommendation**

That the General Manager (Director Assets & Works) be requested to arrange for the installation of a 75m (approx.) 3 hour parking (3P) zone, time restricted between 8:30am and 6pm Monday to Friday, and 8:30am to 12:30pm on Saturdays on the southern side of the Princes Highway between Church Street and the existing No Stopping zone opposite the Milton Ulladulla Hospital, Milton, as detailed in the attached plan.

**RECOMMENDATION (By consent)**

That the General Manager (Director Assets & Works) be requested to arrange for the installation of a 75m (approx.) 3 hour parking (3P) zone, time restricted between 8:30am and 6pm Monday to Friday, and 8:30am to 12:30pm on Saturdays on the southern side of the Princes Highway between Church Street and the existing No Stopping zone opposite the Milton Ulladulla Hospital, Milton, as detailed in the attached plan.

CARRIED

**TC18.98 Recommendations from Previous Meeting****HPERM Ref:  
D18/342622****Recommendation (Item to be determined under delegated authority)**

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

**RESOLVED (By consent)**

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

CARRIED

**GENERAL BUSINESS****TC18.99 Additional Item - Line Marking - Bryces Road and Agars Lane**

Stuart Coughlan raised a query from a resident requesting line marking on Bryces Road and Agars Lane, which he has forwarded to Council. Theo Prakash confirmed that he has received this and it may be brought to the next Traffic Committee meeting.

There being no further business, the meeting concluded, the time being 9.53am.

Mr Tom Dimec  
CHAIRPERSON

## **TC18.101 No Parking Beyond This Point - Flatrock Swimming Area - Upper Kangaroo River Road, Upper Kangaroo River (PN 3514)**

**HPERM Ref:** D18/330194

**Convenor:** Tom Dimec

**Attachments:** 1. Flatrock Swimming Area - No Parking Beyond This Point [↓](#)

### **Recommendation**

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

### **Details**

Council has received concerns regarding the parking along Upper Kangaroo River road from residents in the area. The current congestion is due to an increase in tourism at the Flat Rock swimming area which is on a private block of land approximately 14km from the intersection of Moss Vale Road and Upper Kangaroo River Road. The increase in tourism has led to an increase in vehicles parked along Upper Kangaroo River Road which obstructs the travel lane on a road which is already very narrow.

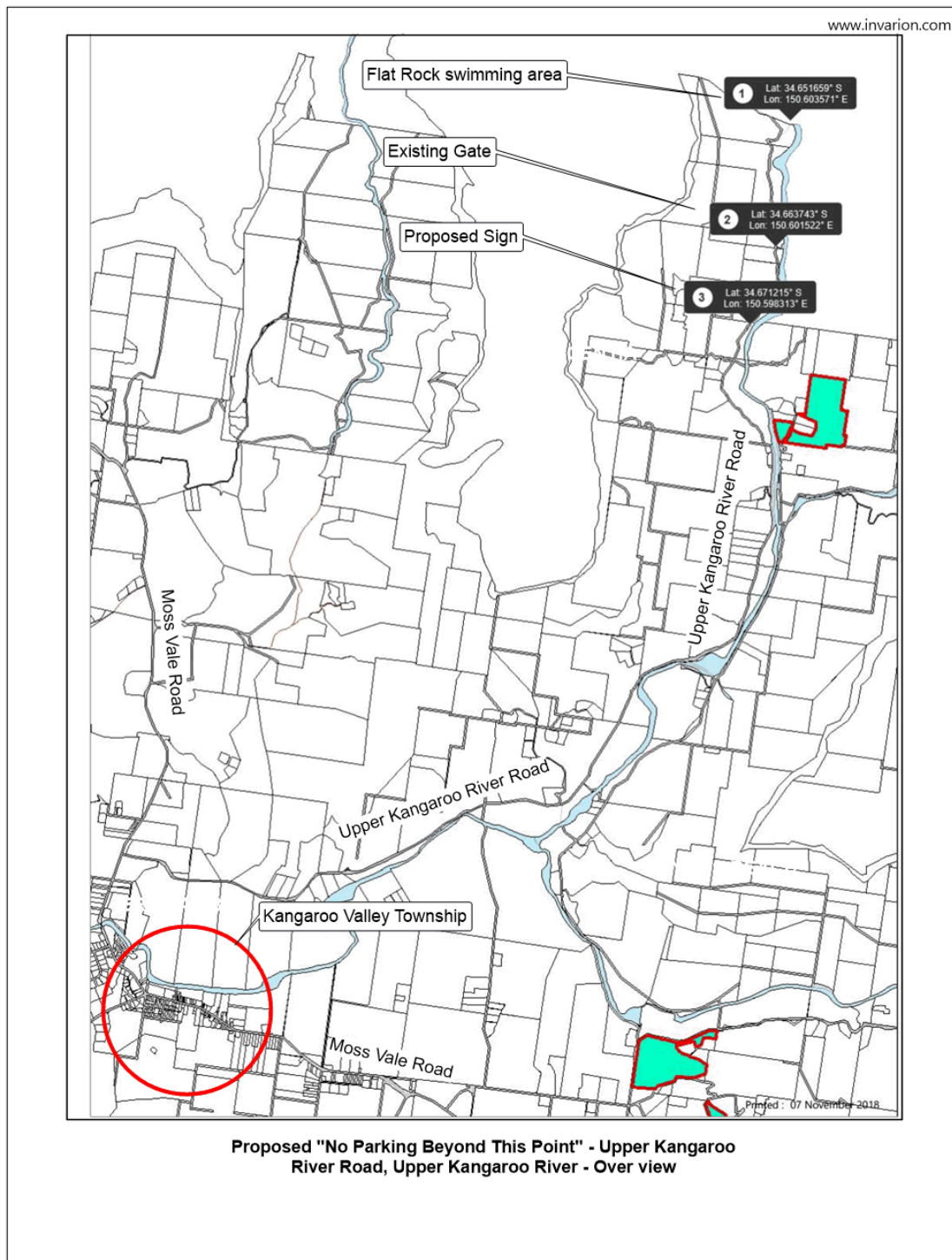
Council’s traffic unit inspected the location and noted that due to the narrow width (varying between 3m – 4m), high probability of land slides and little to no protective barrier along the road edge, parking along Upper Kangaroo River Road past the existing Council stockpile is unsafe as it obstructs the travel lane which could lead to accidents or cause vehicles to fall from the road edge.

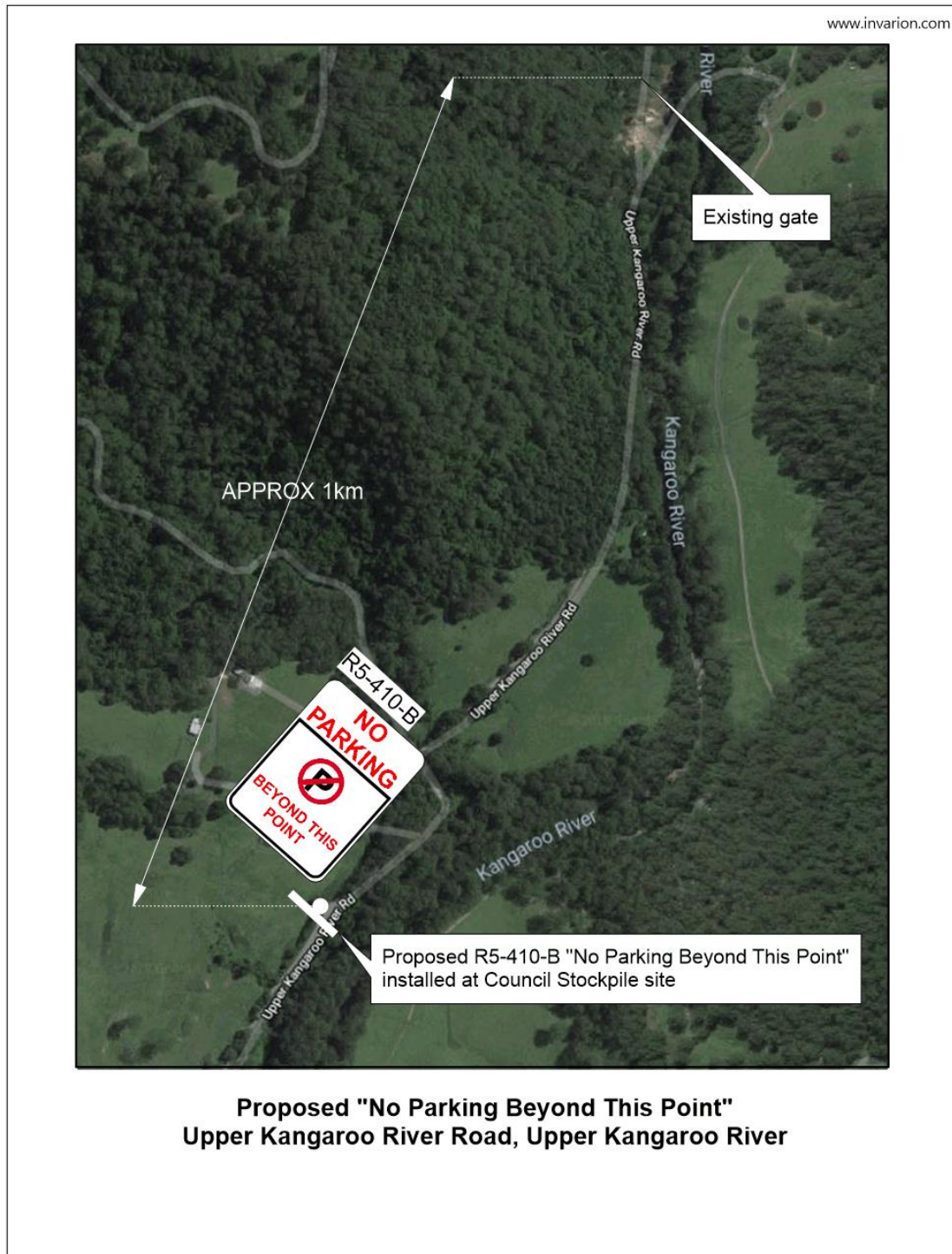
To address the concerns, Council’s traffic unit are considering the installation a “No Parking beyond this point” sign to ensure the safety of tourists and residents using Upper Kangaroo River Road and to help facilitate better traffic flow for both residents and tourists.

The impact of the proposal will result in the restriction of parking on Upper Kangaroo River road from the existing Council Stockpile site onwards.

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







## TC18.102 Proposed Pedestrian Signals - O'Keeffe Avenue Nowra

**HPERM Ref:** D18/370480

**Convenor:** Tom Dimec

**Attachments:** 1. O'Keeffe Ave, Nowra - Proposed Works Diagram [↓](#)

### Recommendation

That in response to Council's resolution

*"That Council seek to move the proposed crossing near the Coles carpark on O'Keeffe Avenue, Nowra to the intersection of O'Keeffe Avenue and Junction Street and include the provision of fencing to direct pedestrians to the crossing."*

the report of the Shoalhaven Traffic Committee in reply be received for information.

### Options

1. As Recommended

Implications: No action will be taken to seek an amendment to the grant funding nomination to remove the pedestrian traffic signals and signalise the intersection of Junction St and O'Keeffe Avenue.

2. Council seek to amend the grant funding nomination to remove current pedestrian crossing, install pedestrian fencing and signalise the intersection of Junction Street and O'Keeffe Ave as suggested by the Nowra Revitalisation Committee.

Implications: The grant funding nomination has been submitted and is currently in the review process. The deadline for nominations has passed and seeking a variation to the nomination would jeopardise the current proposal. The variation would not be approved, as currently an upgrade to the intersection does not meet blackspot program criteria. Adopting this option has the likely consequence of no action being taken to address the current crash history, and ongoing safety issues are likely to occur on this section of O'Keeffe Avenue.

### Details

Council staff have applied for funding under the Federal Government Blackspot program in the 2019/20 (survey and design) and 2020/21 (construction) financial years to signalise the current pedestrian crossing in O'Keeffe Ave that connects Nowra Mall on the western side of O'Keeffe Ave and the carparks on the eastern side, in response to crash history at the site.

In the five-year period of 1 July 2012 – 30 June 2017 there were five injury crashes in O'Keeffe Ave between North St and Junction St, two of which involved pedestrians.

Council's application for grant funding includes the following proposed works (refer to attachment):

- Installation of mid block pedestrian traffic signals at the existing pedestrian crossing
- Installation of a 40km/h High Pedestrian Activity Area from Junction St to North St
- Installation of a raised threshold at the existing kerb extensions south of the Aldi carpark access

Council staff sent a letter to adjacent property owners and the Nowra CBD Revitalisation Committee advising of the application and requesting feedback.

The Nowra Revitalisation Committee at its meeting on 5 September 2018 recommended the following (CBD18.59):

*That Council seek to move the proposed crossing near the Coles carpark on O’Keeffe Avenue, Nowra to the intersection of O’Keeffe Avenue and Junction Street and include the provision of fencing to direct pedestrians to the crossing.*

Council resolved at its meeting on 25 September 2018 (MIN18.745):

*That Council*

*1. Note the recommendation of the Nowra CBD Revitalisation Strategy Committee stating:*

*That Council seek to move the proposed crossing near the Coles carpark on O’Keeffe Avenue, Nowra to the intersection of O’Keeffe Avenue and Junction Street and include the provision of fencing to direct pedestrians to the crossing.*

*2. Refer the matter to the Shoalhaven Traffic Committee.*

This proposal to signalise the current pedestrian crossing has been submitted for grant funding and is currently under review by NSW Roads and Maritime Services and the Federal Government Blackspot Review Committee for determination. Council will not know the outcome of its application until mid-2019. The deadline for nominations has passed, and as such the application cannot be changed.

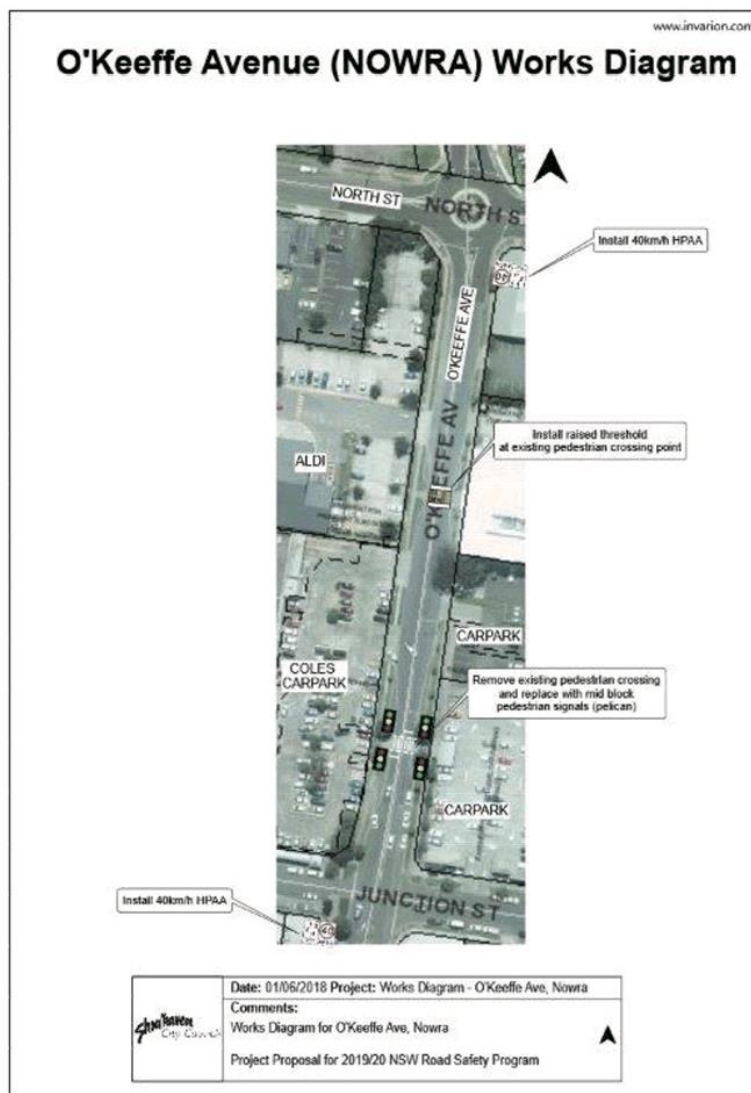
Future traffic signals at the intersection of O’Keeffe Ave and Junction Street are identified in the Nowra CBD Transport Strategy; however, the current proposal is seeking to address a current safety issue and cannot be transferred to the intersection.

The current crossing location is located at the pedestrian desire line between Nowra Mall to the west and car parking to the east. As there are multiple existing driveways along O’Keeffe Ave to carparks, pedestrian fencing would not be suitable to redirect pedestrians to the intersection as suggested, and would likely result in pedestrians crossing at the driveways, with no safe pedestrian facility.

Based on the crash locations and types and the treatment options available in the funding, Council cannot currently apply for funding the intersection of Junction Street and O’Keeffe Ave. The timing of signals at the intersection of O’Keeffe Ave and Junction Street is not currently known, and subject to future development and growth.

If and when criteria is met (in future) for an upgrade of the intersection of O’Keeffe Ave and Junction Street, the mid-block signalised crossing would need to be reviewed in conjunction with that project. It could be retained at that point (and a roundabout considered for the intersection), or the mid-block signals could be removed or relocated further to the north, to consider signals at the intersection. There are many unknowns and options to consider in future, however in the absence of a redevelopment of the Nowra Mall site, the existing very strong desire line between the development and the car park needs to be considered.

If the proposal to signalise the current pedestrian crossing is successful, this will address the current safety problem with consideration of the current strong pedestrian desire line, whilst balancing the need to maintain traffic efficiency. This does not impact any longer term proposals to upgrade the intersection.





## TC18.103 Proposed No Stopping Zone - Links Ave, Sanctuary Point

**HPERM Ref:** D18/388123

**Convenor:** Tom Dimec

**Attachments:** 1. Proposed No Stopping Zone - Link Ave Sanctuary Point [↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be requested to arrange for the extension of the No Stopping Zone and associated signage and line marking on the South Western side of Links Avenue opposite Waratah Crescent by approximately 58m, as detailed in the attached plan.

### Details

Council at its Ordinary Meeting on 28/08/2018 resolved the following:

**RESOLVED** (Clr Proudfoot / Clr Pakes) MIN18.657

*That the Shoalhaven Traffic Committee consider moving the “no stopping” sign currently located on Links Avenue, Sanctuary Point (near the western exit to the St George’s Basin Country Club carpark) to a more appropriate position towards the Waratah Crescent intersection.*

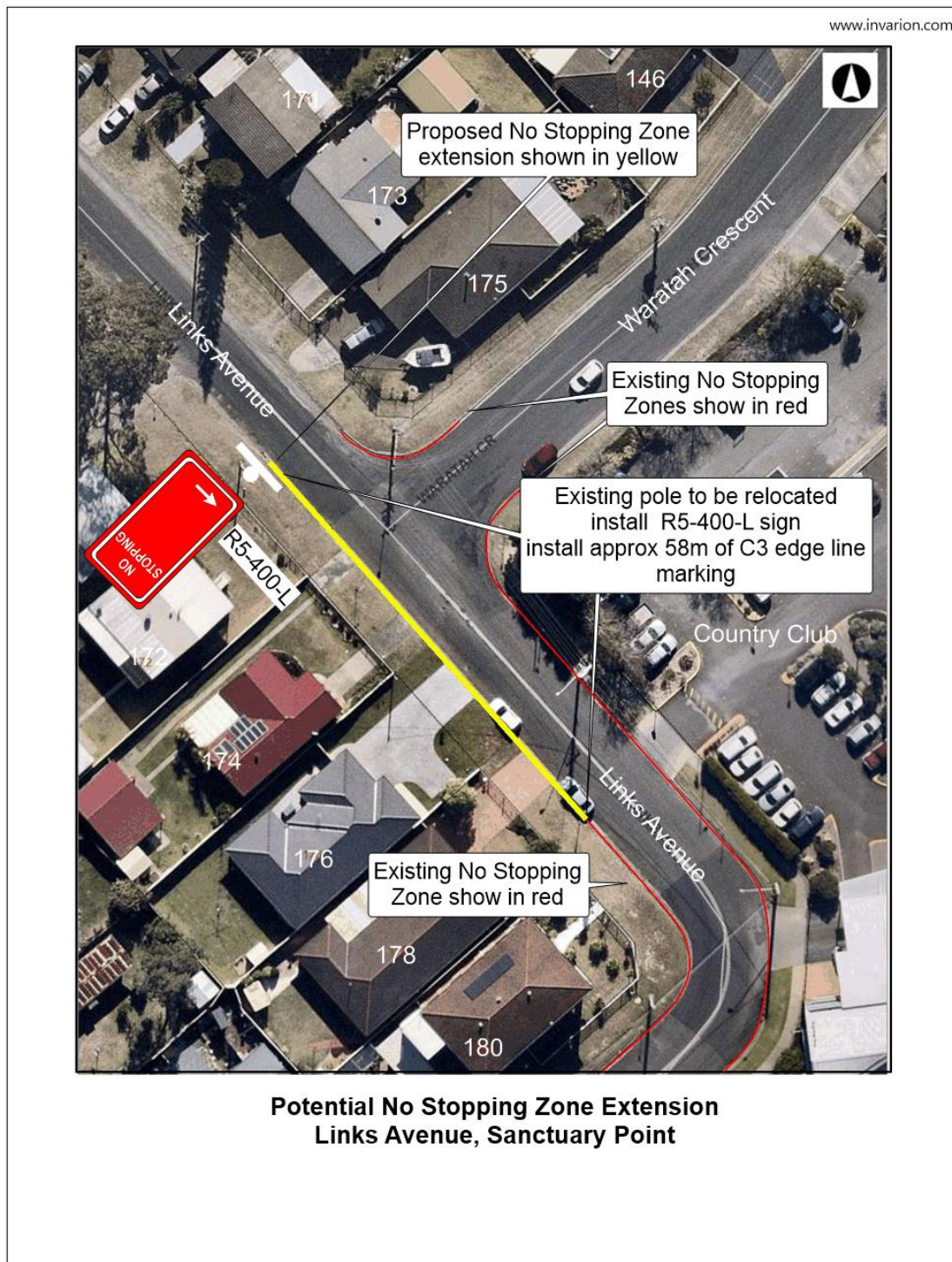
**CARRIED**

Council’s Traffic Unit inspected the location and noted that due to the width of Links Avenue, the entrance and exit points for the Country Club onto Links Avenue and the Waratah Crescent ‘T’ intersection, parking in the area creates a reduction in the travel lane width which leads to an increase in congestion due to overflow parking from the Country Club that impacts sight distance at the intersection of Waratah Crescent and the approach sight distance around the bend on Links Avenue.

To address the request, Council’s traffic unit are considering an extension of the existing No Stopping Zone on Links Avenue to be approximately in line with the existing No Stopping Zone at the T intersection of Waratah Crescent as detailed in the attached plan.

The impact of the proposal will result in the loss of approximately 5 all day parking spaces, however it will reduce the congestion around the intersection of Waratah Crescent and along Links Avenue.

Consultation was undertaken with the affected properties, businesses and the Basin Villages Forum. Two submissions were received in support of the proposal.



## TC18.104 Proposed Relocation Pedestrian Refuge - Victoria St, Berry

**HPERM Ref:** D18/388125

**Convenor:** Tom Dimec

**Attachments:** 1. Proposed Relocation Pedestrian Refuge - Victoria St Berry [↓](#)

### Recommendation

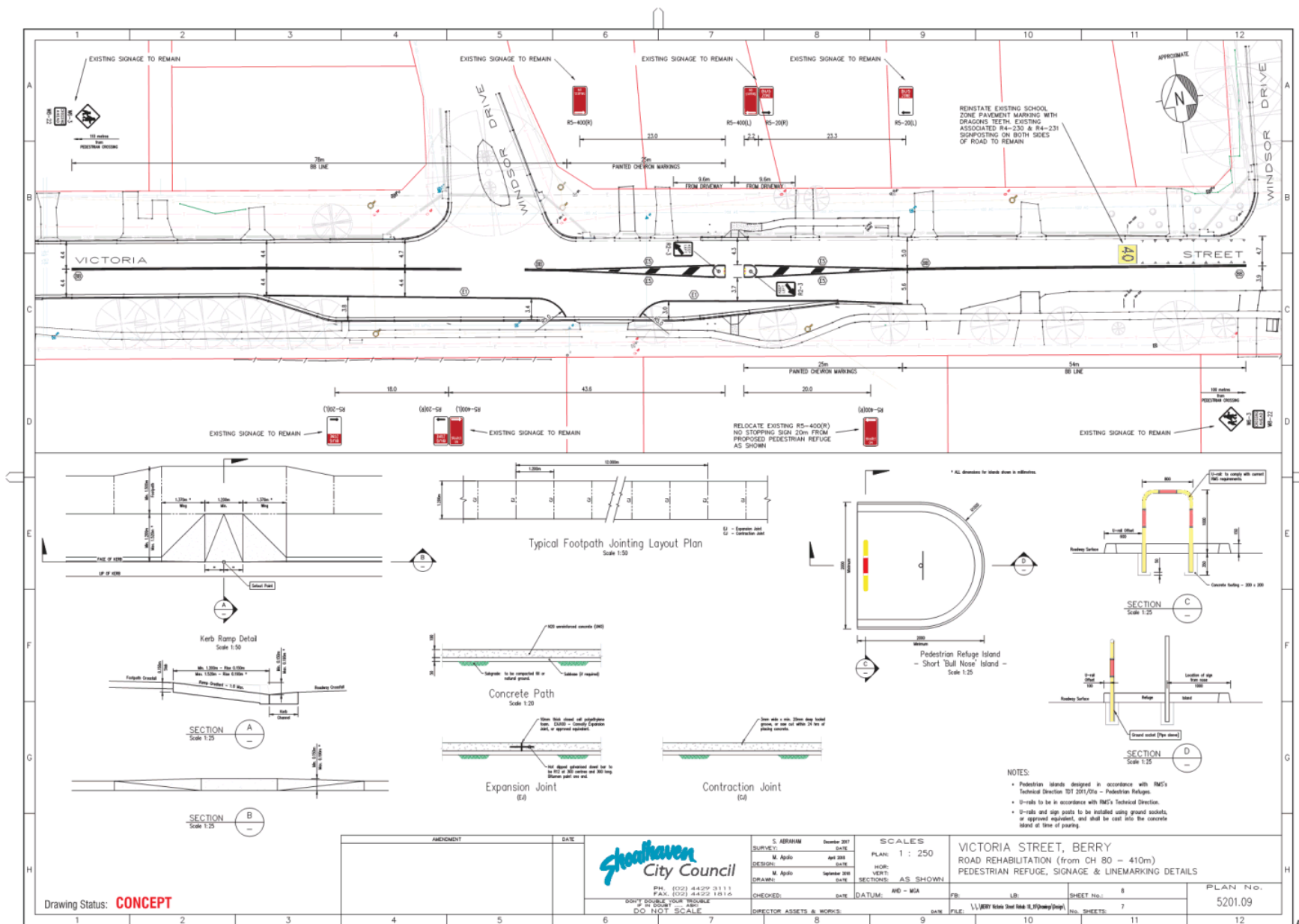
That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed pedestrian island modifications on Victoria Street, Berry, as detailed in the attached plan.

### Details

Council, as part of the rehabilitation of Victoria Street, Berry is proposing to realign the existing pedestrian refuge north of its current location so that it ties in with the centreline of the entirety of Victoria Street. In addition, the pedestrian refuge will be relocated approximately 8 metres to the east so that it is placed more centrally between the driveways of numbers 7 & 9 Victoria St. The proposed pedestrian island will be located approximately 24 metres from the western intersection of Windsor Drive and Victoria Street.

These changes aim to increase the manoeuvrability for entering and exiting the adjacent driveways whilst still facilitating a safe crossing point for pedestrians and allow for a smoother transition to the narrower section of Victoria Street.





## TC18.105 Raised Concrete Island With Pedestrian Refuge - Yurunga Dr, North Nowra

**HPERM Ref:** D18/388128

**Convenor:** Tom Dimec

**Attachments:** 1. Raised Concrete Island With Pedestrian Refuge - Yurunga Dr North Nowra [↓](#)

### Recommendation

That the General Manager (Director Assets & Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed raised concrete island and associated signage and line marking in Yurunga Drive at its intersection with Illaroo Road, North Nowra, as detailed in the attached plan.

### Details

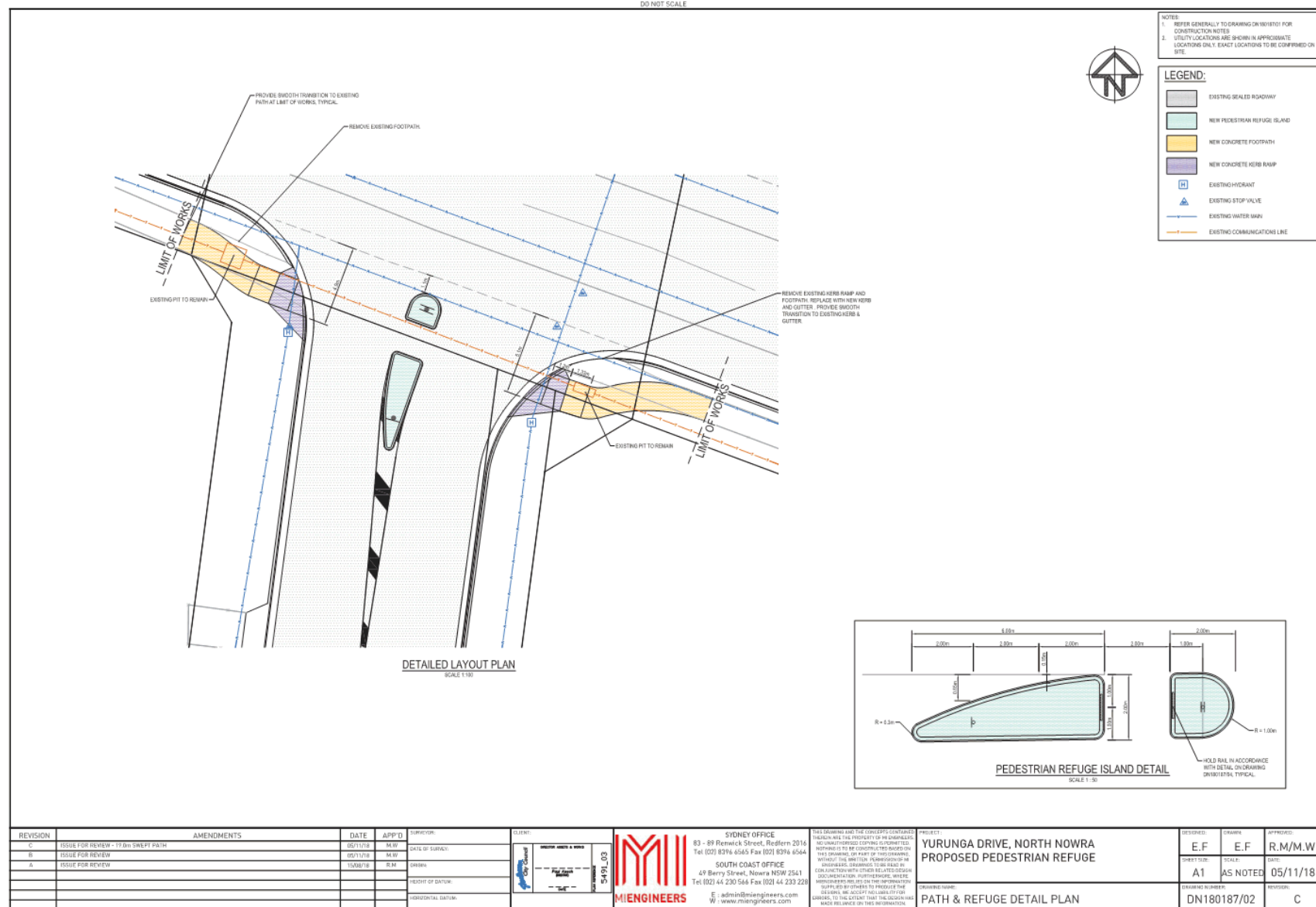
Council has received funding under the 2018/19 Federal Government Blackspot Program to construct a raised island in Yurunga Drive with an additional give way sign in Yurunga Drive at its intersection with Illaroo Road, North Nowra, in response to crash history at the location.

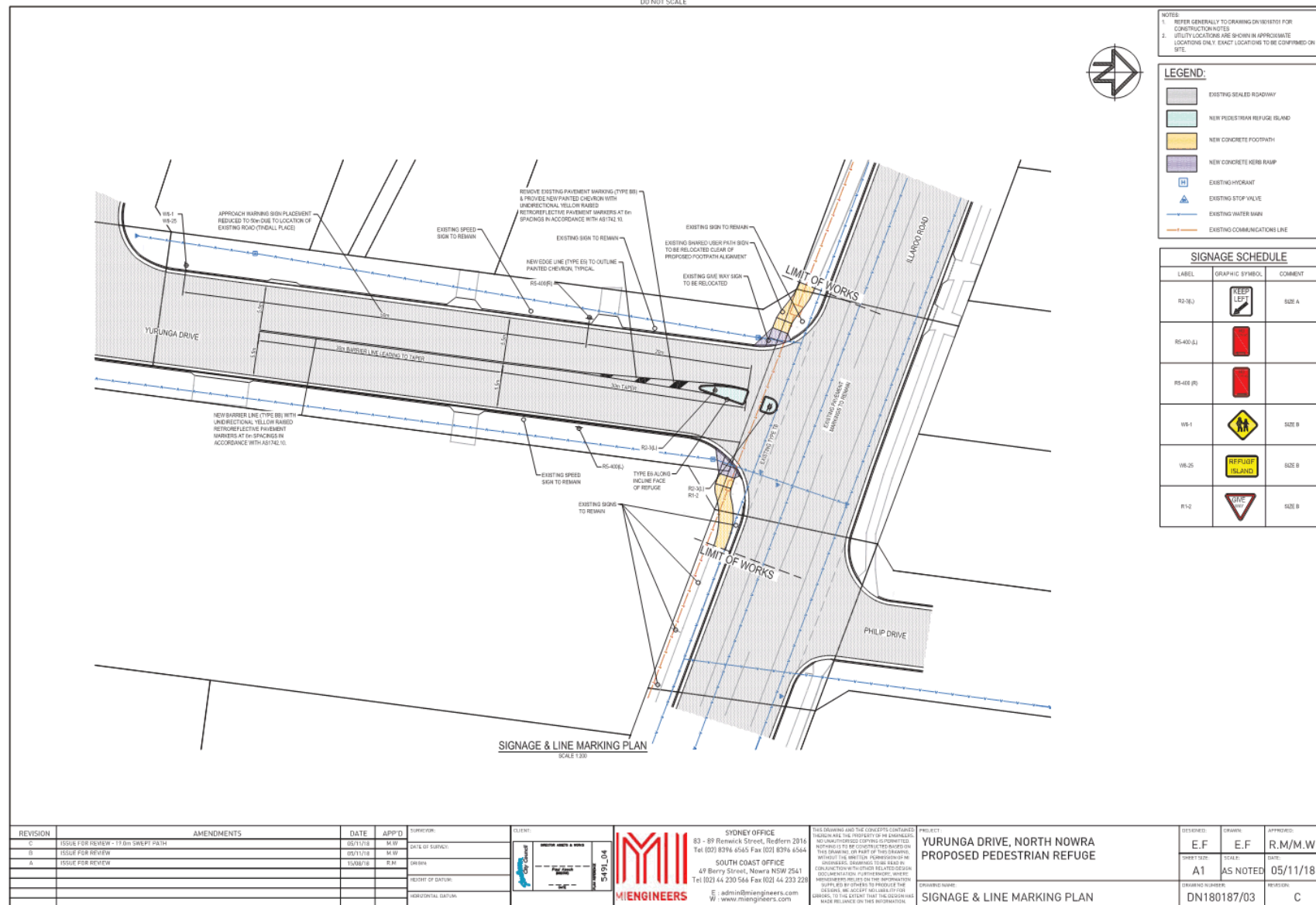
In addition, to provide a safe crossing point for pedestrians, the raised island will also incorporate a pedestrian refuge.

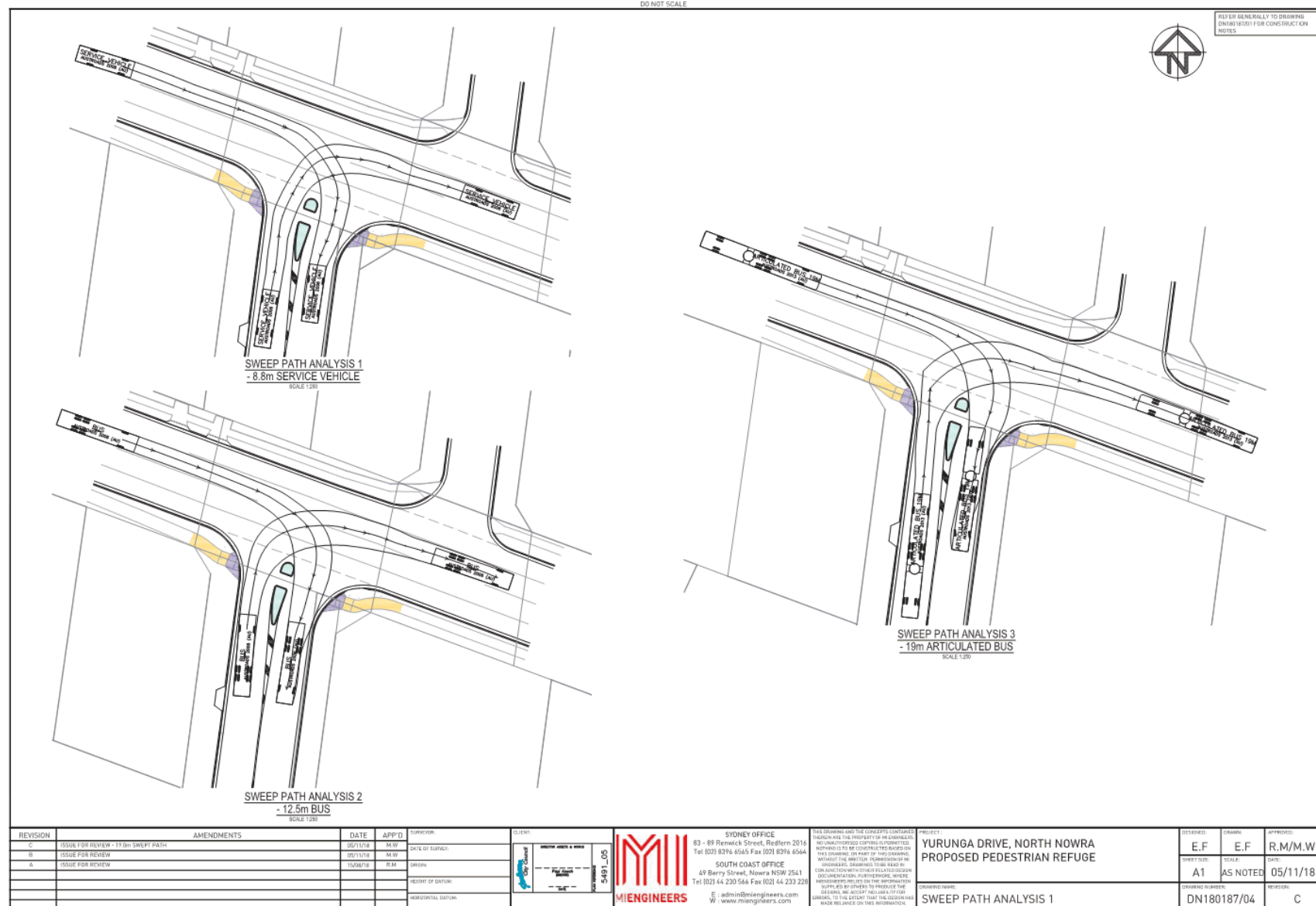
A signage and line marking plan has been submitted to the Committee for its consideration.

When Council initially applied for the project, consultation was carried out with adjacent property owners. No objections were received.

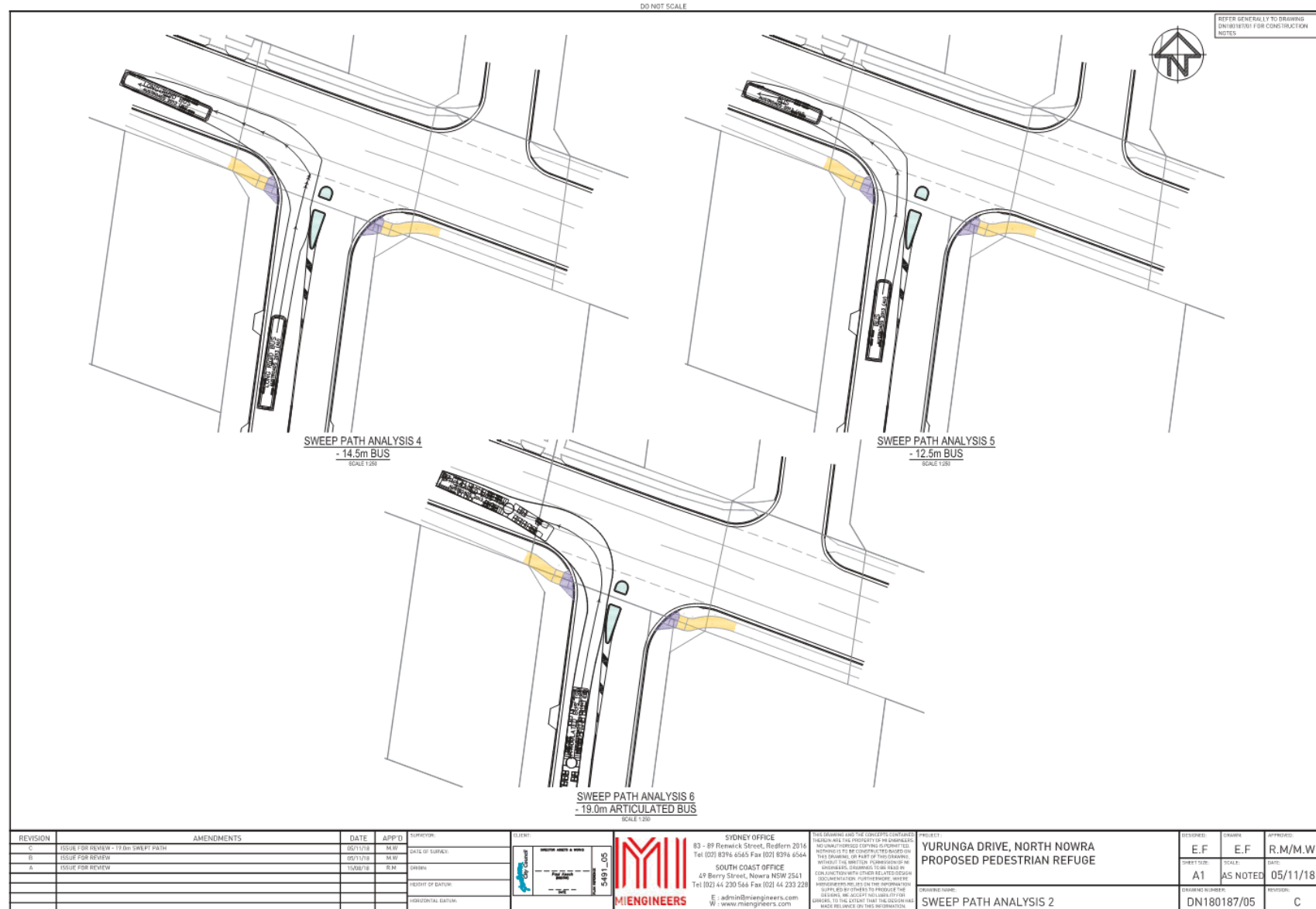
TC18.105











## TC18.106 Proposed No Stopping Zone - Isa Rd, Worrigea

**HPERM Ref:** D18/388136

**Convenor:** Tom Dimec

**Attachments:** 1. Proposed No Stopping Zone - Isa Rd Worrigea [↓](#)

### Recommendation

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the installation of the proposed No Stopping zone (between the two access points) approximately 26m long on Isa Road Worrigea, as detailed in the attached plan.

### Details

Applicant: Craig White Building Design

Owner: Corrie Vale Pastoral Co PTY LTD

50 Isa Road, Worrigea – Lot 1 DP1130415 & Lot 2 DP1130415

Council has received a Development Application for a proposed staged multi dwelling housing development of 31, 3 bedroom dwellings and associated car parking, landscaping and infrastructure.

Condition 49 & 50 of the Development Consent requires:

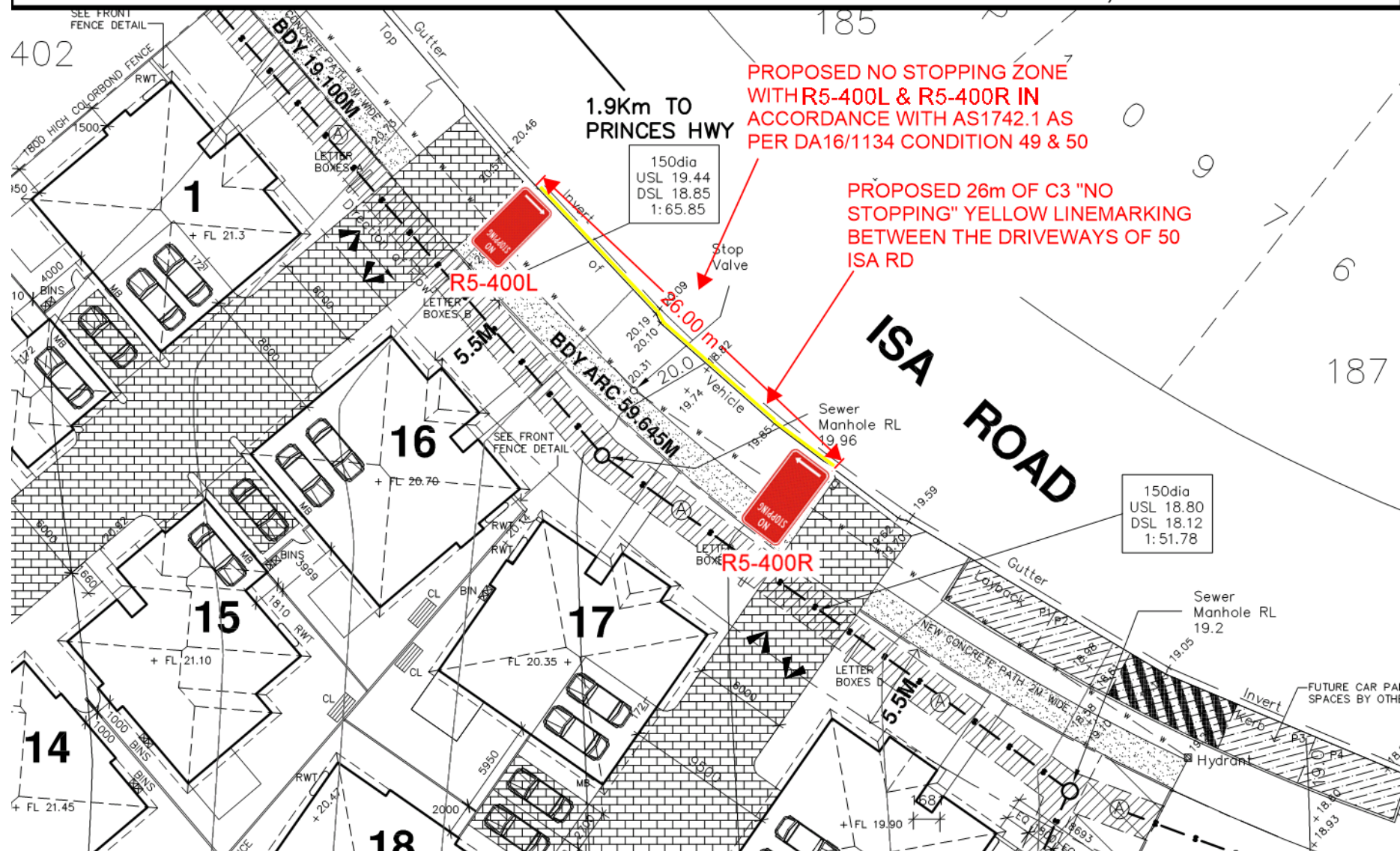
### **Approval of Regulatory Signage and Pavement Markings**

*49. A no stopping zone is to be installed between the proposed access points along Isa Road.*

*50. Details of proposed line markings and regulatory signs must 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."*

A signage and line marking plan has been submitted for the Committee's consideration.

# PROPOSED NO STOPPING ZONE INSTALLATION AT 50 ISA RD, WORRIGEE





## TC18.107 Raised Pedestrian Crossings & 40km/h HPAA - Jacobs Dr, Sussex Inlet

**HPERM Ref:** D18/388139

**Convenor:** Tom Dimec

**Attachments:** 1. Raised Pedestrian Crossings & 40kmh HPAA - Jacobs Dr Sussex Inlet  
[↓](#)

### Recommendation

That the General Manager (Director Assets & Works) be advised that the Shoalhaven Traffic Committee has no objection to the two proposed raised pedestrian crossings and associated signage and line marking in Jacobs Drive, Sussex Inlet, as detailed in the attached plan, subject to:

1. Relocating the proposed crossing east of River Road approximately 1.5m west of the path leading to the facility is 0.5m clear of the existing power pole.

### Details

Council has received funding under the 2018/19 NSW Safer Roads Program to construct two raised pedestrian crossings in Jacobs Drive, Sussex Inlet, in response to crash history at the location.

Proposed location one – Midblock between Neilson Road and River Road adjacent to the Cinema.

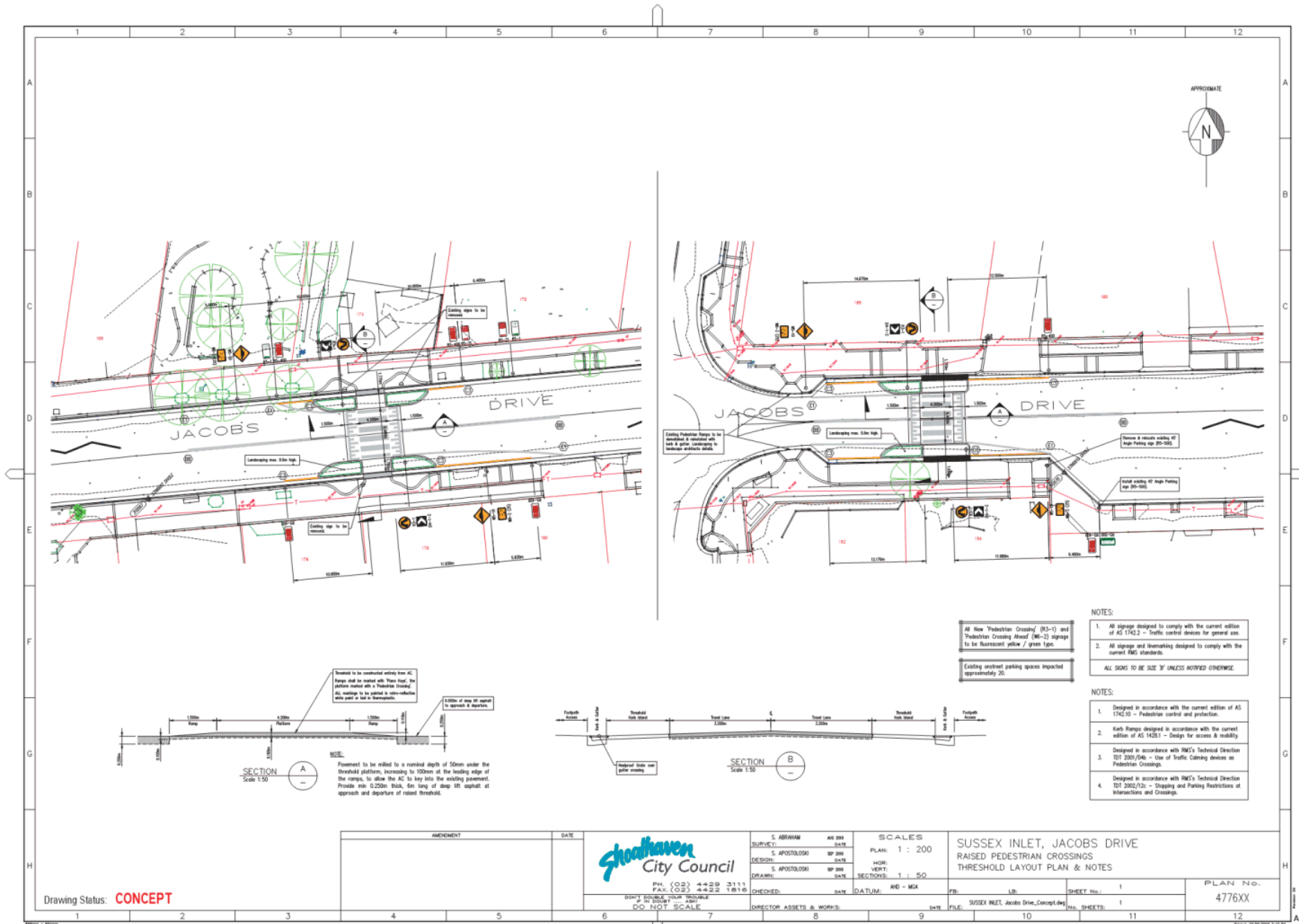
Proposed location two – east of River Road adjacent to the Pharmacy.

A signage and line marking plan has been submitted to the Committee for its consideration.

An adverse impact to this proposal is the loss of on-street parking, however, every effort has been made to minimise the loss of parking for the project, and the extent of parking impacts represents the bare minimum to achieve safe standards on the approach and departure to the raised pedestrian crossings.

In addition to the raised pedestrian crossing works, the works will also include a 40km/h High Pedestrian Activity Area speed limit in Jacobs Drive from Neilson Road to the end of the cul de sac east of River Road. This is subject to a separate approval process through NSW Roads and Maritime Services.

Consultation was carried out with the CCB, the Chamber of Commerce and adjacent property owners. No written submissions were received.



## TC18.108 Proposed Roundabout - Green St & Warden St, Ulladulla

**HPERM Ref:** D18/388148

**Convenor:** Tom Dimec

**Attachments:** 1. Proposed Roundabout - Green St & Warden St, Ulladulla [↓](#)

### Recommendation

That the General Manager (Director Assets & Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed mountable roundabout and associated signage and line marking at the intersection of Green Street and Warden Street, Ulladulla, as detailed in the attached plan.

### Details

Council has been successful in gaining funding under the 2019/20 NSW Safer Roads Program for the construction of a roundabout at the intersection of Green Street and Warden Street, Ulladulla.

The roundabout and associated works are approved to be funded under the NSW Safer Roads Program to address the crash history at the intersection.

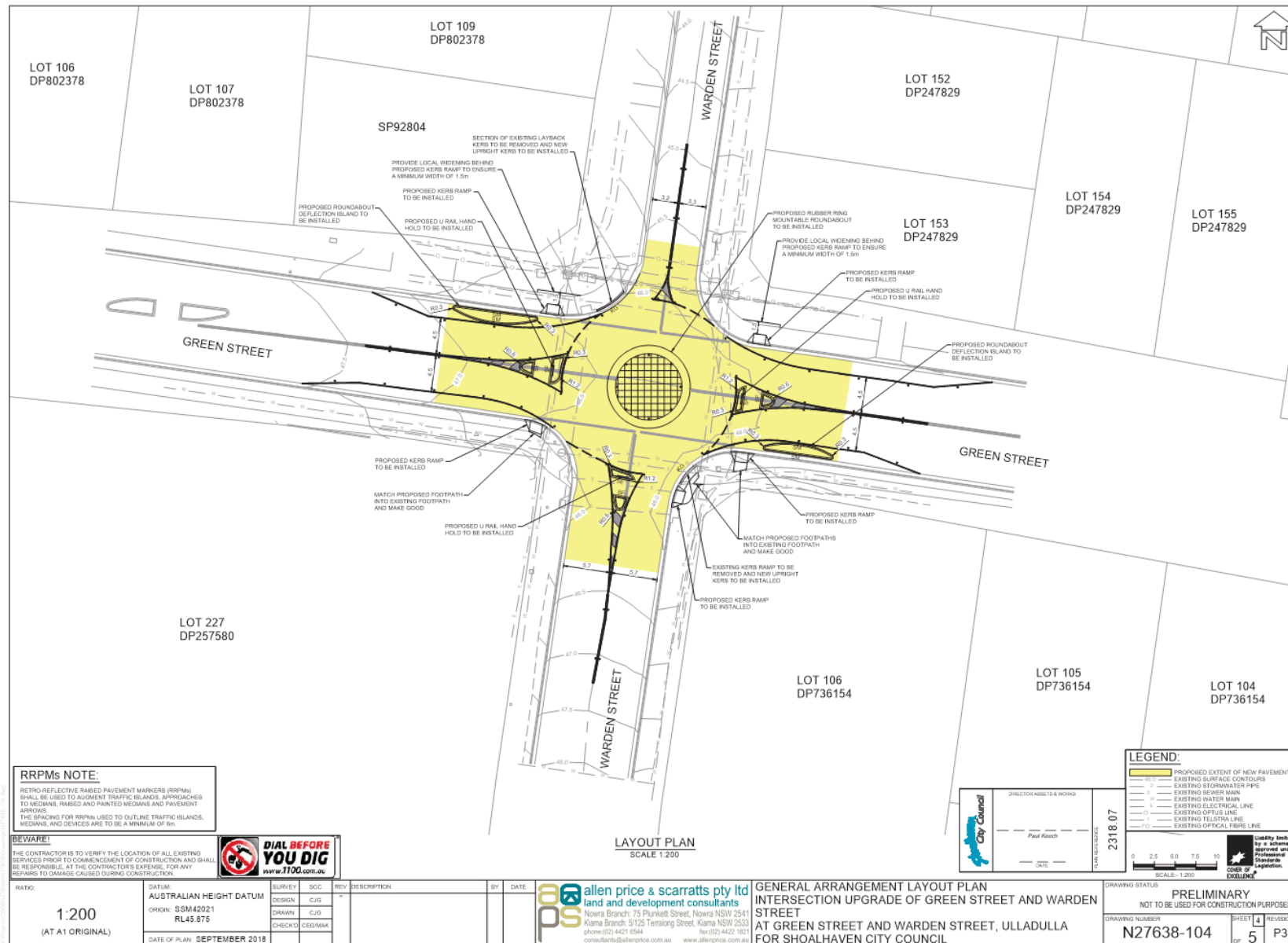
A signage and line marking plan has been submitted to the Committee for its consideration.

Every effort has been made to minimise the loss of parking for the project, and the extent of parking impacts represents the bare minimum to achieve safe standards on the approach and departure to the roundabout.

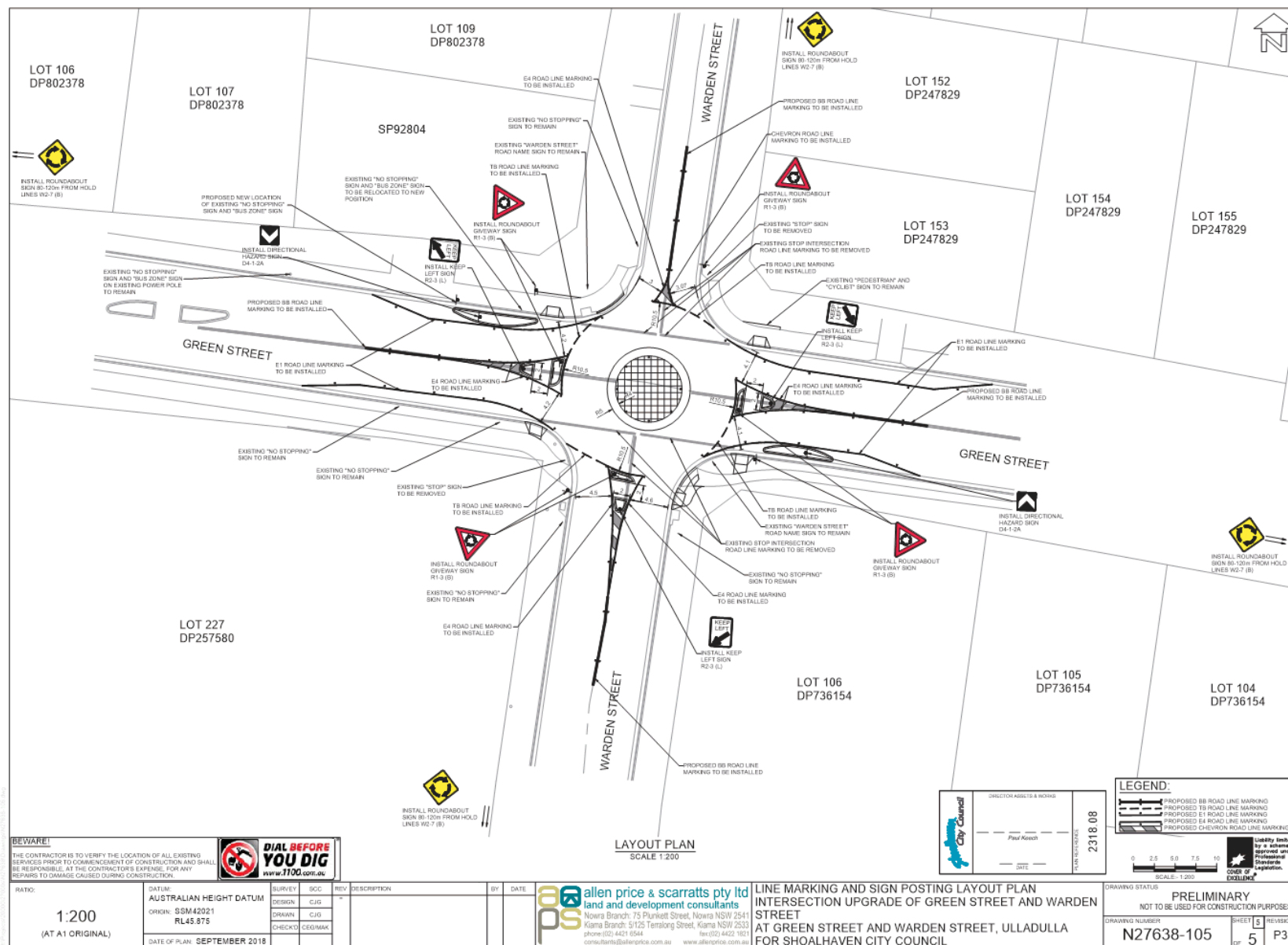
The roundabout is proposed as a local road mountable roundabout. Typical with local road roundabouts, traffic speeds are also likely to reduce in the immediate area, making it safer for traffic and pedestrians alike.

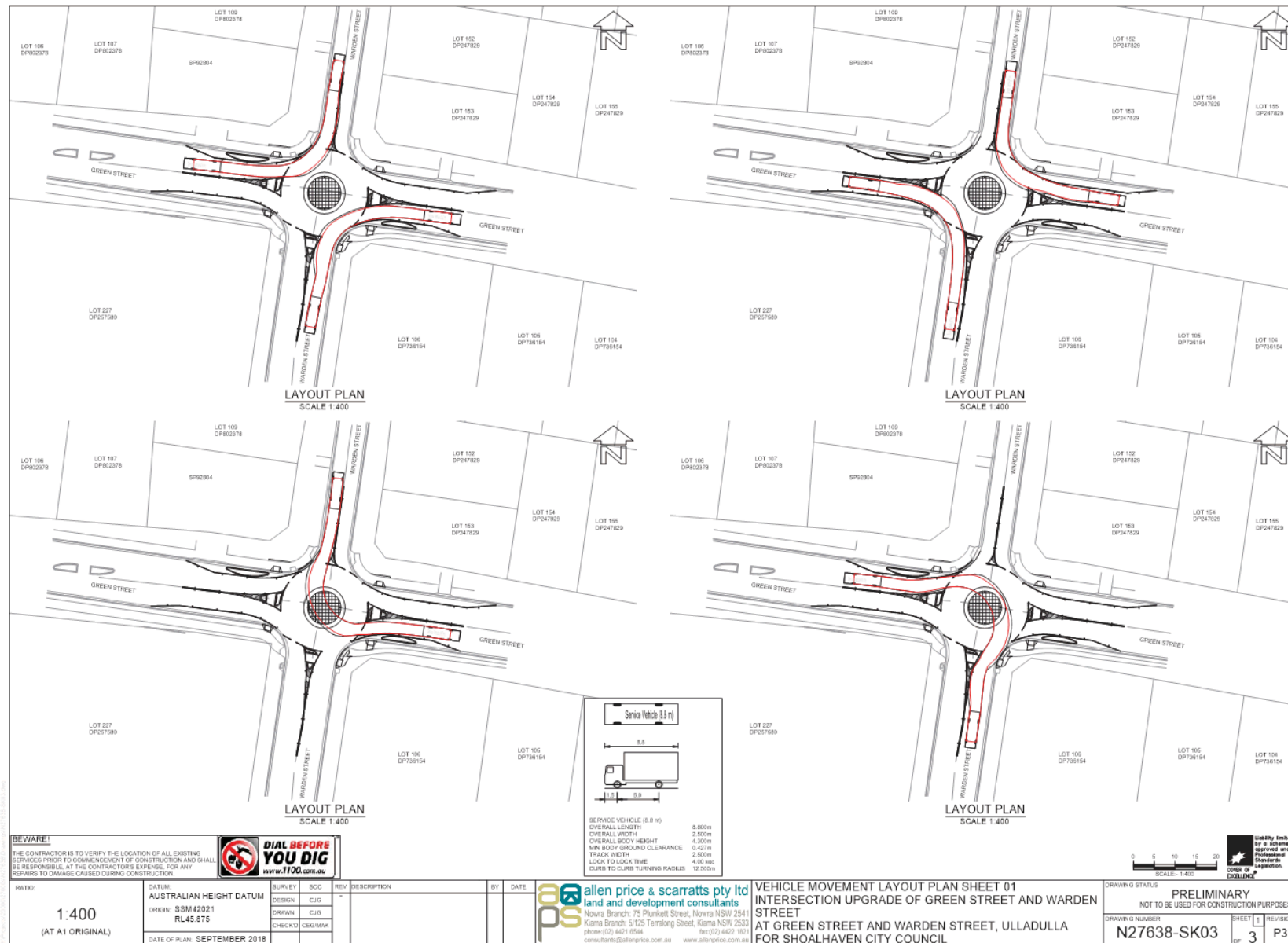
Consultation was carried out initially with affected property owners and the CCB.

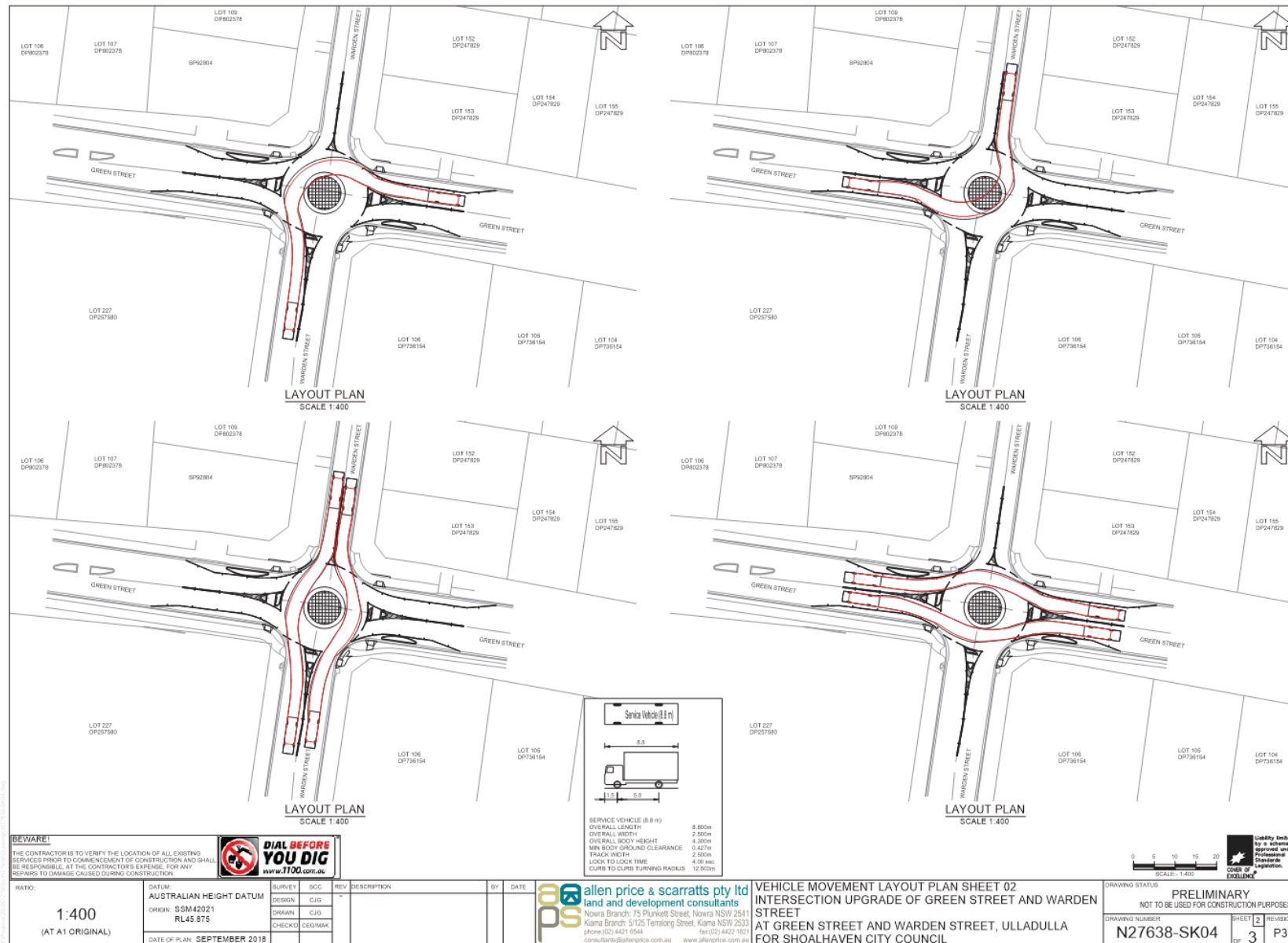




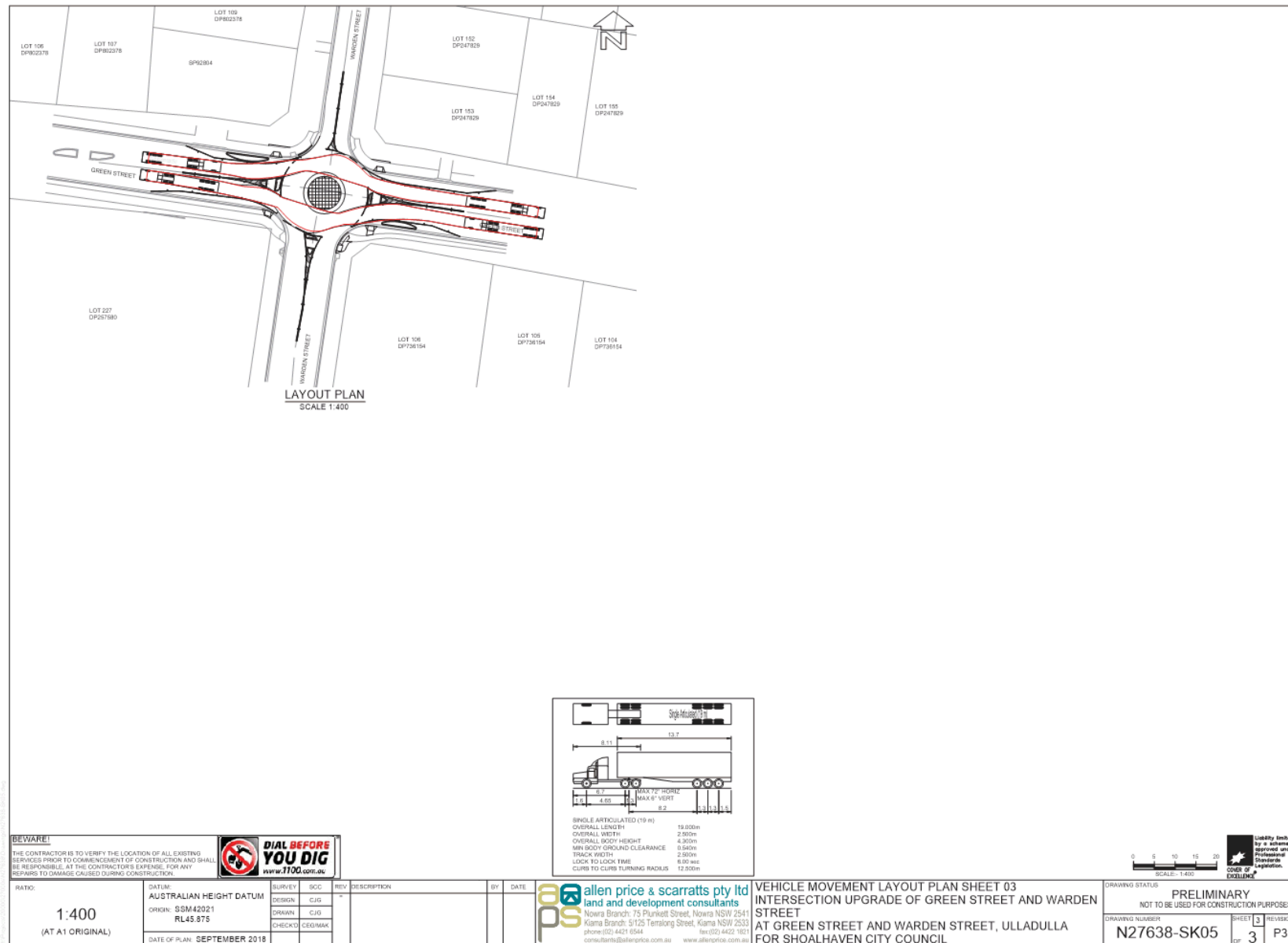












## TC18.109 Recommendations from Previous Meeting

**HPERM Ref:** D18/389594

**Convenor:** Tom Dimec

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

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

### **Details**

The minutes of the Shoalhaven Traffic Committee meeting held on 9 October 2018 are included in the agenda.

The recommendations contained therein were submitted to Council at its meeting held on 30 October 2018. All recommendations were adopted.