

## Shoalhaven Traffic Committee

**Meeting Date:** Tuesday, 14 June, 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 12 July 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, 10 May 2022

**Location:** Teams Meeting

**Time:** 9:30am

The following members were present:

Convenor David Pieresko – Senior Civil Engineer

Ankit Bhangale – TfNSW

Nicole Brodie - TfNSW

Sgt Kelly Thomas – NSW Police - submitted his vote via email

Mr Adam Carney – representing Ms Shelley Hancock - MP

Stuart Coughlan – representing Mr Gareth Ward - MP - submitted his vote via email

Others Present:

Craig Exton – Technical Services Manager

Ryleigh Bowman – Design Engineer

Lynette Melville – Non Voting Member - Premier Motor Services

### Apologies / Leave of Absence

An apology was received from Stuart Coughlan and Clr White.

### Confirmation of the Minutes

**RESOLVED** (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 12 April 2022 be confirmed.

CARRIED

### Business Arising from Previous Minutes

Nil

## REPORTS OF THE CONVENOR

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

**HPERM Ref:  
D22/169790**

### 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

### 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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

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

**HPERM Ref:  
D22/170692**

### 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

### 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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

**TC22.8 Road Safety Improvements - Comerong Island Road -  
Numbaa (PN 3688)****HPERM Ref:  
D22/174624****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

**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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.***TC22.9 Proposed Parking Restrictions - Reg Wilson Way -  
Greenwell Point (PN 3689)****HPERM Ref:  
D22/176311****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

**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 parking restrictions to Reg Wilson Way, Greenwell Point as per Plan No D22/177500.
2. A 12 month period be set to received feedback and review the success
3. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

**TC22.10 Proposed Car Park Safety Improvements - Egans Lane  
Carpark - Nowra (PN 3690)****HPERM Ref:  
D22/176380**

As part of further consultation, David Pieresko – Senior Civil Engineer will liaise with Pip Hildebrand, as this site is being shortlisted for an electric vehicle charging station.

**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

**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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

**TC22.11 Proposed Roundabout - Sydney Street - Owen Street -  
Huskisson (PN 3692)****HPERM Ref:  
D22/177413****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

**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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*

**TC22.12 Signage and Linemarking Plan - Lot 11 DP 1264810  
Matron Porter Drive (Bishop Drive) - Mollymook Beach  
(PN 3691)****HPERM Ref:  
D22/178362****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

**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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.***TC22.13 Proposed Modifications - Load Limit Signage -  
Shoalhaven Local Government Area (PN 3693)****HPERM Ref:  
D22/178885****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

**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 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

CARRIED

*Note: This Recommendation was approved by the Director City Services – 11 May 2022.*



## **GENERAL BUSINESS**

Note: Nicole Brodie - Transport for NSW advised that as part of the 16 Cities Project, which is proposed to commence at the end of the school holidays in July, there will be a few urgent small changes coming in relation to bus stops to next month's Shoalhaven Traffic Committee Meeting. A separate diagram for each will be provided. It was noted that consultation may not be undertaken prior to next month's meeting, however, if it is not, Transport for NSW is hoping to submit with wording to reflect 'subject to consultation'. There will also be additional future changes in to those coming next month, however, those that are submitted to next month's meeting, will be those of urgency.

There being no further business, the meeting concluded, the time being 10.06am.

David Pieresko – Senior Civil Engineer  
CONVENER

## **TC22.14 Road Rehabilitation - Sydney Street and Bowen Street (Owen St to Hawke St) Huskisson (PN 3694)**

**HPERM Ref:** D22/226718

**Convenor:** David Pieresko

**Attachments:** 1. PN 3694 Plans [↓](#)

### **Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed Road rehabilitation on Sydney Street and Bowen Street, Huskisson as per Plan No D22/223970
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### **Background:**

The principal objective of this project is to rehabilitate the road along Sydney and Bowen St, Huskisson, under the Maintenance and Repair Program. The additional road widening and kerb & gutter, linemarking and signage being proposed as part of this project are aimed at formalising the road environment, improving road user safety, and accommodating increasing traffic volumes at this location.

### **Details of Submission:**

The project proposes to widen Sydney St and Bowen Street (from Owen Street to Hawke Street) to have 12.1m (lip to lip) wide pavement area including two 3.5m wide travel lanes and on-street parking. Kerb & gutter, stormwater pits and kerb inlet pits are proposed for the extent of the road rehabilitation. Linemarking and signs are proposed to be installed as per the attached plans.

### **Consultation:**

Council commenced consultation with affected residents, stakeholders and the Huskisson Woollamia Community Voice to discuss the proposal. To date, Council has received 7 responses and all were in favour of the project. In particular, Members of Huskisson Woollamia Community Voice suggested to relocate bus parking on Bowen Street between Currambene Street and Hawke Street to a suitable location away from town centre and utilise that space for 90 deg parking which results 23 parking spaces. The Community Voice Team also requested to save three trees in front of house no. 13 and 25 Bowen Street by providing kerb extension. This feedback was taken into consideration, and the design was modified to incorporate these requests. The future inclusion of a Shared User Path is also being investigated at this location as a result of these enquiries.

**Risk Implications:**

The formalisation of the road environment is expected to improve road user safety and accommodate for increasing traffic volumes at this location.

**Financial Implications:**

This proposal is subject to funding from development contributions for the works at this location.



## TC22.15 Road Safety Improvements - Sussex Inlet Road & Jacobs Drive - Sussex Inlet (PN 3701)

**HPERM Ref:** D22/235526

**Convenor:** David Pieresko

**Attachments:** 1. PN 3701 Plans [↓](#)

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety and pedestrian access improvements to the intersection of Sussex Inlet Road and Jacobs Drive, Sussex Inlet as per Plan No D22/235910.
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 obtained grant funding from the NSW Government under the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS). As part of this grant, road safety and pedestrian access improvements have been proposed at the intersection of Sussex Inlet Road and Jacobs Drive, Sussex Inlet.

### Details of Submission:

The extent of this proposal would involve the formalisation of bus bays on both northern and southern sides of Sussex Inlet Road. These bus bays would be regulated by R5-20 'Bus Zone' signage and would be accompanied by a bus shelter on the southern side of the intersection. Both bays would have the compliant storage length to accommodate a standard bus for the purposes of picking up or dropping off passengers.

Footpaths linking both of these bus stops have also been considered in this proposal, along with a pedestrian refuge to facilitate safe access across Jacobs Drive. Drainage improvements are also proposed at this intersection through the installation of kerb and gutter and stormwater pits and pipes across the southern side of Sussex Inlet Road. Additionally, a swale drain has been proposed along the northern side of Jacobs Drive to effectively capture and redirect stormwater during heavy rainfall events.

The proposal would also be supported by relevant changes to linemarking, including new edge lines and painted chevrons. This would include the delineation of the required 'No Stopping' lengths from an intersection (as per s170(3) of the NSW Road Rules), to be achieved through C3 yellow linemarking.

### Consultation:

Council commenced consultation with affected residents, local bus operators and the Sussex Inlet and Districts Community Forum. To date, Council has received three submissions in favour of the proposal. These submissions requested that Council ensure that pedestrian safety and access into the adjacent petrol station would not be affected.

**Risk Implications:**

This proposal is expected to improve road safety and pedestrian access at this location. The proposed infrastructure would also address drainage and ongoing road maintenance issues at the intersection.

**Financial Implications:**

This proposal would be partially funded by the CPTIGS grant obtained from the NSW Government. Additional costs beyond this grant fund would be subject to further funding from Council.







## TC22.16 Signage and Linemarking Plan - Lot 1 DP 949932 - Taylors Lane - Cambewarra (PN 3706)

HPERM Ref: D22/237307

Convenor: David Pieresko

Attachments: 1. PN 3706 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 associated with the development at Lot 1 DP 949932 Taylors Lane, Cambewarra (per development consent conditions 20 and 21), as per Plan No: D22/237355.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

### Details

Applicant: Cambewarra Ventures

Owner: Cambewarra Ventures

Lot 1 DP 949932 – Taylors Lane – Cambewarra – Residential subdivision of residue allotment approved by Development Consent SF10632 (as modified) to create 30 Torrens Title allotments, including 29 residential lots and provision of associated civil infrastructure and landscaping

As per Conditions 20 – 21 of the development consent (DA21/2001), the following is required:

#### *21. Road Design Standards (Urban) – Greenfield Subdivision*

*Prior to the issue of a Subdivision Works Certificate, certified road design engineering plans must be prepared by a professional engineer, (as defined in the National Construction Code) or surveyor and approved by the Certifier. The road design must comply with the following:*

- a) *Generally comply with concept engineering plans by Maker ENG (Reference No. ISC00211-40-C010, C015, C016 & C050-053 (Sheet No. 1-4), Revision P1, dated 23/07/2021).*
- b) *Council's Engineering Design Specifications sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.*
- c) *AUSTROADS Design Requirements and Specifications.*
- d) *Avoid trapped low points and ensure that overland flow is passed safely over public land.*
- e) *Design Vehicle – 8.8m service vehicle.*
- f) *Integral kerb and gutter / layback kerb and gutter in accordance with Council's Standard Drawings.*

- g) *Subsoil drainage behind the kerb line on the high side of the road or both side if the cross fall is neutral or the road is in cut.*
- h) *The construction of a flat top speed hump on Road 03 in the location shown on the referenced plans compliant with AS1742.13.*
- i) *The construction of a cul-de-sac at the termination of Road 04 with a minimum 9.5m radius which demonstrates the manoeuvrability of the design vehicle without the need to reserve.*

#### **22. Design Standards – Traffic Committee Referral**

*Prior to the issue of a Subdivision Works Certificate details of proposed traffic management and traffic control devices must be submitted to the satisfaction of Council for referral and endorsement of the Shoalhaven Traffic Committee.*

*Note: This process can take six to eight weeks.*

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

#### **Consultation:**

This Development Application had been on Public Exhibition with comments open to be received from the community and affected residents. Council approved this development application on the 13<sup>th</sup> January 2022.

#### **Risk Implications:**

The proposed measures are expected to provide safe traffic management for this proposed subdivision. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

#### **Financial Implications:**

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





## TC22.17 Pedestrian Safety Improvements - Egans Lane Car Park - Nowra (PN 3702)

**HPERM Ref:** D22/235986

**Convenor:** David Pieresko

**Attachments:** 1. PN 3702 Plans [↓](#)

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed pedestrian access improvements, and associated signage and linemarking within the Egans Lane Carpark, Nowra as per Plan No D22/236042.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411.

### Background:

As the committee may be aware, the matter of pedestrian safety and parking efficiency within the Egans Lane Carpark, Nowra was previously raised for technical assessment (*TC22.10 - Proposed Car Park Safety Improvements - Egans Lane Carpark - Nowra (PN 3690)*).

After this initial report, Council had also investigated potential improvements to pedestrian safety towards the northern end of the carpark that was not previously captured as part of the original proposal.

### Details of Submission:

The extent of this additional proposal would be the delineation of two pedestrian (zebra) crossings at the northern entry into the Egans Lane Carpark. This would facilitate pedestrian access on the eastern and western sides of the carpark and would align with the previously proposed pedestrian improvements towards the southern end of the carpark.

In addition to this, the existing signposted “No Stopping” zones in the carpark are proposed to be supplemented with C3 yellow linemarking for greater delineation and improved driver awareness.

### 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:

This proposal is expected to improve accessibility and pedestrian safety at the northern end of the carpark, and would effectively synergise with the previously endorsed improvements.

**Financial Implications:**

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

TC22.17







## **TC22.18 Road Safety Improvements - Quinns Lane & Enterprise Avenue - South Nowra (PN 3703)**

**HPERM Ref:** D22/236597

**Convenor:** David Pieresko

**Attachments:** 1. PN 3703 Plans [↓](#)

### **Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety improvements to the intersection of Quinns Lane and Enterprise Avenue, South Nowra as per Plan No D22/236681.
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 on Quinns Lane and at the intersection of Enterprise Avenue, South Nowra.

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 road safety improvements at this location.

### **Details of Submission:**

This proposal would involve delineating the northern side of Quinns Lane with E1 edge line on either side of the intersection with Enterprise Avenue. The intersection would also be improved through the installation of 'Give Way' intersection controls and associated linemarking and signage. There will be no loss of on-street parking as a result of this proposal.

### **Consultation:**

Council commenced consultation with affected residents and businesses. To date, Council has received three submissions, with one in favour and two against the proposal. Of these submissions, the objections were related to strategic complaints regarding the design and function of Enterprise Avenue rather than the signage and linemarking of the proposal itself. These highlighted the narrow entrance of Enterprise Avenue, the limited room to manoeuvre into and out of the intersection and the existing drainage issues.

Taking this feedback into consideration, Council is proposing that the currently demonstrated road safety improvements be implemented first and that the ongoing function and effectiveness of Enterprise Avenue be monitored as to the need for any further measures or modifications.

**Risk Implications:**

This proposal is expected to improve driver awareness and road safety at the intersection of Enterprise Avenue and along Quinns Lane.

**Financial Implications:**

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



## TC22.19 Proposed Intersection Improvements - Killara Road & Patonga Street - Nowra (PN 3704)

**HPERM Ref:** D22/237063

**Convenor:** David Pieresko

**Attachments:** 1. PN 3704 Plans [↓](#)

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed road safety improvements to the intersection of Killara Road and Patonga Street, Nowra as per Plan No D22/237143.
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 Killara Road and Patonga Street, Nowra.

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 the installation of potential intersection improvements.

### Details of Submission:

This proposal would involve installing 'Give Way' intersection controls at Patonga Street on approach to Killara Road. This would be complemented by relevant signage and linemarking to delineate the intersection controls and to achieve the required lengths of 'No Stopping' as per s170(3) of the NSW Road Rules.

In addition to this, a G9-18 'No Through Road' sign is proposed on the southern side of the intersection (facing westbound vehicles on Killara Road) to improve driver awareness.

### Consultation:

Council commenced consultation with affected residents. To date, Council has received two submissions in favour for this proposal. As part of these submissions, it was also asked whether the proposal could consider a speed zone reduction to 40km/h to improve pedestrian safety. Council advised the respondent that this speed zone modification would need to be issued to Transport for NSW for assessment and endorsement.

### Risk Implications:

This proposal is expected to improve road safety and driver awareness at the intersection of Killara Road and Patonga Street, Nowra.

**Financial Implications:**

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



## TC22.20 Proposed Parking Restrictions - Kameruka Crescent - Nowra (PN 3705)

**HPERM Ref:** D22/237176

**Convenor:** David Pieresko

**Attachments:** 1. PN 3705 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 on Kameruka Crescent, Nowra as per Plan No D22/237220.
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 on Kameruka Crescent, Nowra.

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 the installation of potential parking restrictions.

### Details of Submission:

The extent of this proposal would involve installing approximately 90m of 'No Stopping' restrictions complemented with C3 yellow linemarking on the southern side of Kameruka Crescent, between the intersections of Clipper Road and Antares Close. These parking restrictions would also reinforce the existing lengths of 'No Stopping' for unsignalised intersections, as per s170(3) of the NSW Road Rules.

### Consultation:

Council commenced consultation with affected residents. To date, Council has received one submission in favour of the proposal.

### Risk Implications:

This proposal is expected to reduce traffic congestion on this narrow road, and improve road safety and vehicle manoeuvrability.

### Financial Implications:

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

TC22.20





## TC22.21 Proposed Parking Restrictions - Camden Street & Croft Avenue - Ulladulla (PN 3699)

**HPERM Ref:** D22/234040

**Convenor:** David Pieresko

**Attachments:** 1. PN 3699 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, signage and linemarking along Camden Street and Croft Avenue, Ulladulla as per Plan No D22/234974.
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 and traffic congestion on Camden Street and Croft Avenue, Ulladulla.

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 the installation of parking restrictions and signage and linemarking to improve road safety at this location.

### Details of Submission:

The extent of this proposal for Camden Street would involve installing 'No Stopping' parking restrictions along the western side between the intersections of South Street and Deering Street. These parking restrictions will only be active on school days and during the morning and afternoon peak school hours (8:00 – 9:30AM // 2:30 – 4:00PM). Additional intersection improvements to South Street and Deering Street are proposed to reinforce existing road conditions and delineate the required lengths of "No Stopping" as per s170(3) of the NSW Road Rules.

Similarly, on Croft Avenue, it is proposed to install "No Stopping" parking restrictions along the eastern side of the road approximately 175m north of Green Street. These parking restrictions will also be in effect on school days only and between the morning and peak school hours (8:00 – 9:30AM // 2:30 – 4:00PM). Additional intersection improvements to Finch Street and Green Street are proposed to reinforce the required lengths of "No Stopping" as per s170(3) of the NSW Road Rules.

**Consultation:**

Council commenced consultation with affected residents, schools and the Ulladulla and Districts Community Forum. To date, Council has received four submissions in favour and one against the proposal. Of these submissions, two concerns were raised that have prompted Council to make the following modifications to the proposal:

- Provision of a 4.6m section of C3 “No Stopping” yellow linemarking on Camden Street between the driveways of #144 and #146 to remove the non-compliant parking at this location, and
- The northern extent of the proposed parking restrictions was adjusted on the eastern side of Croft Avenue by 6m (or by approximately 2m north of the driveway to #12 Croft Avenue), to reduce potential conflicts with impacted residential driveways.

**Risk Implications:**

This proposal is expected to result in improved road safety and reduced traffic congestion during peak morning and afternoon school periods.

**Financial Implications:**

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









## TC22.22 Road Safety Improvements - South Street - Powell Avenue - Did-Dell Street - Ulladulla (PN 3700)

**HPERM Ref:** D22/235307

**Convenor:** David Pieresko

**Attachments:** 1. PN 3700 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 along Did-Dell Street and the intersections with South Street and Powell Avenue, Ulladulla as per Plan No D22/235493.
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 Did-Dell Street and the intersections with South Street and Powell Avenue, Ulladulla.

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, it was noted that the intersections of South Street and Powell Avenue had limited sight intersection sight distance (SISD) and minimum gap sight distance (MGSD) (per Austroads Guide to Road Design – Part 4A). As a result of this, Council is considering various road safety improvements at these locations.

### Details of Submission:

This proposal would involve installing 'Stop' intersection controls at both South Street and Powell Avenue on approach to Did-Dell Street. This would be complemented by relevant signage and linemarking to delineate the intersection controls. Whilst these intersections fall slightly outside the minimum sight distance warrants for a 'Stop' intersection control (in accordance with Figure 2.2 of AS1742.2), this proposal would assist with improving road safety at these locations where sight distance is limited (as per the aforementioned Austroads design guidelines).

In addition to this, the proposal includes the installation of double barrier "BB" centreline marking along Did-Dell Street, with gaps provided across adjacent intersections. The existing road width along Did-Dell Street is between 9.5m – 10m wide, which would be able to accommodate the proposed centreline marking. This delineation would improve driver awareness and reinforce both northbound and southbound travel lanes for vehicles using Did-Dell Street.

Access to driveways would not be affected by the proposal as residents and visitors are permitted to cross the double barrier centre lines in order to enter and leave driveways (per s134(3-1) of the NSW Road Rules).

**Consultation:**

Council commenced consultation with affected residents and the Ulladulla and Districts Community Forum. To date, Council has received two submissions against the proposal. Of these submissions, there was mixed support to the intersection controls and the linemarking. Resident responses indicated that the concerns received by Council did not reflect their personal experiences and observations with speeding or safety concerns along these roads. Furthermore, it was suggested that the proposed signage and linemarking would not improve road safety on these roads and that they should remain as is.

Council believes that these measures should be implemented as a means of improving road safety at these locations. Should future investigations or community observations indicate that road safety has not been improved, Council will re-examine this matter at that time.

**Risk Implications:**

This proposal is expected to improve road safety and driver awareness at the identified intersections and along the stretch of Did-Dell Street.

**Financial Implications:**

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















## TC22.23 Proposed Raised Children's Crossing - Thomas Street - Milton (PN 3698)

**HPERM Ref:** D22/231348

**Convenor:** David Pieresko

**Attachments:** 1. PN 3698 Plans [↓](#)

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed raise pedestrian children's crossing at Thomas Street, Milton as per Plan No D22/231357.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background: Council has received funds for a School Zone Infrastructure project to design and install a Raised Pedestrian Crossing and associated improvements for pedestrian safety on Thomas Street in Milton.

The raised pedestrian crossing is to be an upgrade of the existing Flagged Children's Crossing adjacent to Milton Public School, providing direct access to the main entry gates at the school.

### Details of Submission:

The scope of the project is to install a raised threshold pedestrian crossing, including new kerb blisters, associated linemarking and signage.

### Consultation:

Council commenced consultation with affected residents, stakeholders and the Milton District Forum to discuss the proposal in May 2022. To date, Council has received three (3) submissions, one (1) supported the proposal and two (2) giving mixed responses, one due to a misunderstanding of the location of the entry/exit to the School and the other concerned about the number of existing signs outside of his residence.

### Risk Implications:

The proposal will provide a safer environment for students / pedestrians on their way to and from school, and when walking within school zones.

### Financial Implications:

These works are to be funded under the School Zone Infrastructure Sub Program, as part of the NSW Federal Road Safety Program.







## TC22.24 Proposed Roundabout - Bishop Drive - Combe Drive - Mollymook Beach (PN3697)

**HPERM Ref:** D22/228990

**Convenor:** David Pieresko

**Attachments:** 1. PN 3697 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, linemarking and traffic control facility at Bishop Drive, Mollymook Beach as per Plan No. D22/228999.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Background: Council entered into a Voluntary Planning Agreement (VPA) in 2013 with three (3) separate developers, to ultimately provide the remainder of the Bishop Drive alignment as described under contribution project 05ROAD2001.

Some significant amendments to the plans originally approved under the VPA have been negotiated between the developer's consultants and Council which have largely been in response to the provision of kerb & gutter in lieu of grassed table drains, roundabout intersection design and provision of shared footpaths along the alignment.

The road ultimately provides a connection between the Princes Highway and Matron Porter Drive which will allow a better and safer connection between the highway and residents/visitors of the suburbs of Mollymook Beach, Mollymook and Narrawallee.

### Details of Submission:

The project proposes to install a single lane roundabout with 4.5m wide circulating carriageway and inscribed circle of 14.0m radius. It includes double barrier (BB), 'Give Way' (TB) and yellow C3 'No Stopping' linemarking on all four (4) legs, kerb & gutter, splitter islands, footpaths connecting kerb ramps and roundabout signage.

### Consultation:

This Development Application has been on Public Exhibition open to comments from the community and affected residents. Council's approval for this part of the subdivision application is dated 22 November 2021.

The VPA and VPA amendment have previously been placed on public exhibition in accordance with Council's policy. The VPA was executed in accordance with a resolution of Council dated 24 September 2013.

Due to the age of the VPA, the results of the consultation are not readily available.

**Risk Implications:**

The proposed roundabout, and footpath connecting kerb ramps, is expected to improve the safety of pedestrians and road users at this intersection.

**Financial Implications:**

Works are to be funded by Council in accordance with the VPA. Council will be responsible for ongoing maintenance upon completion of a defect liability period (typically 6-months after the completion of works).



















































