



Business Paper

Consultative Traffic Forum

Friday, 1 March 2019

8.30am

**Committee Rooms 203 and 204,
Level 2, Administration Building,
4-20 Eton Street, Sutherland**

SUTHERLANDSHIRE

ORDER OF BUSINESS

- 1. APOLOGIES**
- 2. DISCLOSURES OF INTEREST**
- 3. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING**
- 4. REPORTS FROM OFFICERS – CONSULTATIVE TRAFFIC FORUM**
 - CTF002-19 Statutory Parking Controls
 - CTF003-19 Bus Stop Rationalisation Information
- 5. ADDITIONAL MATTERS RAISED AT MEETING (if any)**

CTF002-19 STATUTORY PARKING CONTROLS

Attachments: Appendix A [↓](#)

EXECUTIVE SUMMARY

- The works outlined in the report were carried out by Council under *Roads Act 1993*, to reinforce existing controls under *Road Rules 2014*.

REPORT RECOMMENDATION

THAT the information be received.

COMMENTS BY INVESTIGATING OFFICER

The works outlined in *Table 1* were carried out by Council under *Roads Act 1993*, to reinforce existing controls under *Road Rules 2014*.

Table 1 Works approved under Roads Act 1993, to reinforce Road Rules 2014

Reference	Location	Issue	Measure
CR18-291823 CR18-290996	Prices Circuit, on the bend at the frontage of 222 Prices Circuit, Woronora.	Vehicles park illegally along the inside of the bend, within 3 metres of the dividing (BB) linemarking, creating an unsafe environment for vehicles and pedestrians.	45 metre continuous yellow edge linemarking on the inside of the bend of Prices Circuit, at the frontage of 222 Prices Circuit, Woronora.

Approvals

This matter is referred to the Traffic Consultative Forum for Council and Traffic Committee's information.

References

Roads Act 1993

Road Transport Act 2013 and Road Rules 2014

FINANCIAL / RESOURCE IMPLICATIONS

The approved measures will be fully funded within existing budget allocations.

LIST OF APPENDICES

Plan A - Prices Circuit, Woronora - Yellow No Stopping Line Marking.

RESPONSIBLE OFFICER

The officer responsible for the preparation of this Report is the Team Leader Traffic & Transport Services, Greg Holding, who can be reached on 9710 0514.

File Number: 2019/330295 (GH)



PRICES CIRCUIT, WORONORA
PROPOSED YELLOW NO STOPPING LINE



PLAN A

CTF003-19 BUS STOP RATIONALISATION INFORMATION

Attachments: Nil

EXECUTIVE SUMMARY

- Council is responsible for the provision of supporting infrastructure at the 1,410 Bus Stops throughout Sutherland Shire.
- This report outlines initial investigations and the criteria that Council staff are working towards, in order to improve the level of service for bus patrons and make public transport a viable option.
- The community engagement component of investigations is still under discussion and Council welcomes any suggestions at this stage.
- Delivery is subject to further scoping and funding.

REPORT RECOMMENDATION

THAT the information be received.

LOCATION

All Bus Stops within Sutherland Shire.
(Cronulla, Miranda, Heathcote and Holsworthy Electorates).

REFERRAL TO COMMITTEE

Traffic and Public Domain Services Unit.

ISSUES

- Long-standing inefficient bus routes.
- Poor standard of Bus Stop infrastructure.
- Bus Stops located within close proximity and/or in inappropriate locations.

PREVIOUS CONSIDERATION BY COMMITTEE

(Not applicable).

COMMENTS BY INVESTIGATING OFFICER

There are currently 1,410 active Bus Stops in Sutherland Shire. Transport for NSW is responsible for the provision of public bus services, including bus routes and the associated location of Bus Stops, with delivery by private operators. Council provides virtually all other supporting infrastructure, including Bus Zones (on Council roads), hardstand areas for boarding, bus shelters, connecting footpaths and the surrounding footpath network. These bus shelters are maintained and serviced by a private provider, which also owns a number of the shelters, for the duration of the contract.

In order to encourage public transport use as a viable option, Council is currently investigating improvements to the level of service through the provision of improved supporting infrastructure. Initial investigations indicate that:

- many Bus Stops lack sufficient signage or infrastructure which make them clearly visible to pedestrians and road users;
- some Bus Stops lack accessible paths, reducing the ability for potential passengers to utilise bus services;
- high Bus Stop density negatively impact bus route timing and efficiency in some locations;
- sections of the Sutherland Shire road network lack suitable Bus Stop spacing, leaving long walking distances for residents to access bus stops; and
- a combination of the above issues leads to relatively poor bus patronage, with Sutherland Shire journey to work data showing 0.6% residents using the bus to get to work, compared to 6.1% for Greater Metropolitan Sydney (Census 2016).

Council staff are currently in discussions with the bus shelter provider to undertake works to improve access at existing bus shelter sites on a case-by-case basis.

In the long term, improvements will be investigated with regard to the criteria in *Table 1*. The outcomes will likely involve rationalisation of Bus Stops, followed by the provision of new Bus Stop infrastructure. Delivery will be subject to funding, which requires further scoping.

Table 1 Bus Stop investigation criteria

Criteria	Desirable provisions
Minimum Bus Stop provisions	Provide a Bus Stop sign including timetable details, hardstand boarding area, connecting footpaths and tactile indicators.
Bus Stop spacing	Provide Bus Stops at adequate spacing for the surrounding land use, with a target spacing of 400m.
Access	Provide connecting footpaths with a high level of mobility access, within the practical provisions of the surrounding topography.
Service area	Provide Bus Stops in locations to service a 400 metre walking catchment.
Surrounding land use	Provide Bus Stops near pedestrian generators.
Patronage	Provide waiting facilities, such as seats and shelters at Bus Stops with high outbound patronage.
Parking controls	Buses can pull in close and parallel, whilst parked legally, to pick-up and drop-off passengers.
Pedestrian crossing facilities	Provide pedestrian refuges in roads with Bus Stops and bi-directional peak volumes greater than 500 veh/h.

Community engagement and discussions with key stakeholders (Councillors, Transport for NSW, bus operators, RMS) is yet to commence and Council staff welcome any suggestions at this stage.

As an interim measure, Council will improve Bus Stop and Bus Zone signage at existing Bus Stops, on a request-by-request basis.

FINANCIAL IMPLICATIONS

Costings will be considered as part of the final recommendations.

RESPONSIBLE OFFICER

The officer responsible for the preparation of this report is the Team Leader Traffic & Transport Services, Greg Holding, who can be contacted on 9710 0514.

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