Business Paper

Consultative Traffic Forum

Friday, 2 November 2018
8.30am

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

1. APOLOGIES

2. DISCLOSURES OF INTEREST

3. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

4. REPORTS FROM OFFICERS – CONSULTATIVE TRAFFIC FORUM
   CTF020-18 Engadine RSL - Temporary Road Closure for Remembrance Day 11 November 2018
   CTF021-18 Hay Avenue and Kingsway, Caringbah - Changed traffic conditions
   CTF022-18 McCubbens Lane, Sutherland - Shared Zone Application
   CTF023-18 Grant Funded Road Projects

5. ADDITIONAL MATTERS RAISED AT MEETING (if any)
EXECUTIVE SUMMARY

- Council has received an application from Engadine RSL Sub-Branch to hold a WWI Armistice Centenary Commemoration Parade and Remembrance Day Ceremony on Sunday 11 November 2018.
- The Special Event includes a temporary road closure of Old Princes Highway, to be undertaken by Police.
- Council is responsible for approving the use of the road and Engadine Town Square and draft conditions are provided in the report for Consultative Traffic Forum's consideration.

REPORT RECOMMENDATION

That the Consultative Traffic Forum endorse the proposed Conditions of Approval listed in the report, for Engadine RSL Sub-Branch to hold the World War 1 Armistice Centenary Commemoration Parade and Remembrance Day Ceremony on Sunday 11 November 2018.
LOCATION
Old Princes Highway, between Boronia Avenue and Waratah Road, Engadine.
(Heathcote Electorate).

REFERRAL TO COMMITTEE
Application received from Engadine RSL Sub-Branch to hold a WWI Armistice Centenary Commemoration Parade and Remembrance Day Ceremony on Sunday 11 November 2018 (CR18-286980).

ISSUES
Temporary road closure to facilitate a march from Old Princes Highway, near Boronia Avenue, to Engadine Town Square.

PREVIOUS CONSIDERATION BY CONSULTATIVE TRAFFIC FORUM / TRAFFIC COMMITTEE
Annual event.

COMMENTS FROM INVESTIGATING OFFICER
Council has been informed of the intention of Engadine RSL Sub-Branch to conduct a WWI Armistice Centenary Commemoration Parade and Remembrance Day Ceremony on Sunday 11 November 2018 at Engadine War Memorial. Consistent with previous years’ events, a road closure will be implemented to conduct a march in Princes Highway, to Engadine Town Square.

The proposal is to hold a ‘Class 4’ Special Event in accordance with RMS’s Guide to Traffic and Transport Management for Special Events, with traffic control being undertaken by NSW Police Force under Division 1, Part 5.5, Chapter 5 of Road Transport Act 2013. The RSL Sub-Branch has indicated that participants will form up in the Council-managed park at 1101 Old Princes Highway (Sydney Water reservoir site) and march along Princes Highway to Engadine Town Centre, which will require a closure of Old Princes Highway between 10am and 10.30am.

Council is responsible for approving the use of the road and Engadine Town Square. In this regard, draft conditions for the Special Event are provided below, for Consultative Traffic Forum’s consideration.

Proposed Conditions of Approval
The Event Organiser (Engadine RSL Sub-Branch) shall:

1. Arrange sufficient Police, accredited traffic controllers, security and/or private marshals to supervise and ensure the safe conduct of the event at all times;
2. Provide evidence of Public Liability Insurance coverage for the Event, including Council’s interest noted thereon, to the Council’s Executive Officer Governance at Council’s
Administration Centre, 4-20 Eton Street, Sutherland; at least seven calendar days prior to the event;

3. Notify the Commissioner of Police of the Event under Section 23 of Summary Offences Act 1988;

4. Notify all other State Emergency Services prior to the event;

5. Indemnify ‘Lead Agencies’ (NSW Police Force and Roads & Maritime Services) from and against all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, proceedings, rights of action and claims for compensation for which the 'Lead Agencies' may become liable in connection with injury, damage or accidental death through the Event Organiser’s neglect or default or the neglect / default of any other person in connection with the approved use of the roads for the Event;

6. Ensure that all laws, rules and regulations are strictly observed by participants and it is the Event Organiser’s responsibility to ascertain which laws, rules and regulations may be applicable to the use of the road and other public areas; and

7. Ensure that all public spaces are left in a clean condition after the event.

References
Summary Offences Act 1988
Roads Act 1993
Road Transport Act 2013
Australian Standard AS 1742 Manual of Uniform Traffic Control Devices and RMS’s Supplement
RMS’s Guide to Traffic and Transport Management for Special Events
RMS’s Traffic control at work sites (V5.0).

LIST OF APPENDICES
Appendix A – Application from Engadine RSL Sub-Branch.

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: 2018/319922 (LA)
ATTACHMENT 1
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN

MAP OF ROAD CLOSURES AND ROUTE OF ARMISTICE CENTENARY COMMEMORATION PARADE TO REMEMBERANCE DAY SERVICE LOCATION 11TH NOVEMBER 2018

Map: Position of Barriers for Parade

1. Old Princes Highway Slightly North of Junction with Barrenjoey Avenue
2. Geebung Lane and Junction of Old Princes Highway
3. Station Street and Junction of Old Princes Highway
4. Old Princes Highway Slightly South of Warrabah Road

Moving Road Closures and Opening Schedule

<table>
<thead>
<tr>
<th>Barrier Closure Number</th>
<th>Remarks</th>
<th>Closed From</th>
<th>Re-Open From</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Barrier Old Princes Highway</td>
<td>10:00</td>
<td>10:30</td>
</tr>
<tr>
<td>2</td>
<td>Barrier Geebung Lane</td>
<td>10:00</td>
<td>10:30</td>
</tr>
<tr>
<td>3</td>
<td>Barrier Station Street</td>
<td>10:00</td>
<td>10:30</td>
</tr>
<tr>
<td>4</td>
<td>Barrier Warrabah Road</td>
<td>10:00</td>
<td>10:30</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY

- Pinch Point Program works, undertaken by Roads & Maritime Services (RMS) in Kingsway, have removed fourteen spaces from Caringbah Town Centre.
- In considering other changes in the area to offset this parking loss, it was resolved to investigate:
  - converting Hay Avenue from one-way to two-way;
  - installing an additional ‘TAXI ZONE’ in Kingsway;
  - converting the existing ‘NO PARKING’ on the eastern side of Hay Lane to parallel parking;
  - providing angle parking on the southern side of Hay Avenue; and
  - prohibiting the right-turn from Port Hacking Road (south) into Kingsway.
- Further requests have been received regarding:
  - converting the half-hour parking in Hay Avenue car park to one-hour parking; and
  - reducing the length of ‘BUS ZONE’ on the southern side of Kingsway, opposite Caringbah railway station entry, to create two fifteen-minute parking spaces.

REPORT RECOMMENDATION

That the information be received.
LOCATION
Caringbah Town Centre.
(Cronulla Electorate)

REFERRAL TO COMMITTEE
- The Hon. Mark Speakman, SC MP (STR097-18) (CR18-292387)
- Cr Kent Johns (CR18-296985).

ISSUES
- Loss of parking in Kingsway associated with RMS upgrade of Kingsway and President Avenue intersection.
- Pedestrian access and safety.

PREVIOUS CONSIDERATION BY COMMITTEE
In July 2018, Traffic Committee considered the Stage 1 works associated with offsetting the effects of the RMS upgrade of Kingsway and President Avenue (refer STR097-18).

COMMENTS FROM INVESTIGATING OFFICER
As part of the NSW Government Pinch Point Program, RMS has implemented changes at the intersection of Kingsway and President Avenue, to improve traffic flow through Caringbah. The works, as shown in Appendix A, included:
- duplicating the right-turn lane from Kingsway into President Avenue; and
- removing timed parking on the eastbound kerbside lane on Kingsway, to create an S-lane treatment on approach to the intersection.

In order to off-set the loss of fourteen timed parking spaces in Kingsway, Council:
- converted thirteen existing two-hour parking spaces in Hay Avenue car park to half-hour parking in August 2018, as shown in Appendix B;
- installed a traffic island in Hay Avenue and extended the existing ‘TAXI ZONE’ in Hay Avenue by three spaces, as shown in Appendix C (refer STR097-18); and
- converted the existing 41 metre long (approximately 7 spaces) ‘TAXI ZONE’ on the northern side of Hay Avenue to fifteen angle parking spaces of timed parking, as shown in Appendix C (refer STR097-18).

When the abovementioned changes were tabled at the Sutherland Traffic & Traffic Safety Committee meeting held on 1 July 2018, the following was resolved:
THAT … A further report be provided examining whether:
- Hay [Avenue] to become two way
- An additional taxi rank should be provided adjacent the southern kerb of Kingsway immediately west of the traffic lights at Caringbah Station
• **Parallel parking should be provided on the north east side of Hay Lane**
• **Ninety degree angle parking should be provided on the south side of Hay Avenue**
• **The right turn from Port Hacking Road into Kingsway should be prohibited.**

Council has received further representation from The Hon. Mark Speakman, SC MP and Cr Kent Johns requesting consideration be given to:
• reducing the length of ‘BUS ZONE’ on the southern side of Kingsway, opposite Caringbah railway station entry, to create two fifteen-minute parking spaces; and
• converting the recently changed half-hour parking in Hay Avenue car park to one-hour parking; respectively.

**Convert Hay Avenue from one-way to two-way**

Converting one-way roads to two-way flow requires joint approval of RMS and Council, under the Instrument of Delegation.

Hay Avenue is currently one-way south-westbound (towards Kingsway), with an 11 metre wide carriageway between Kingsway and Hay Lane. This area provides a public transport interchange for Caringbah railway station, with a ‘TAXI ZONE’ on the northwest side and a ‘BUS ZONE’ on the south-east side.

A previous right-turn ban into Kingsway from Hay Avenue exempted taxis and buses. As part of the Pinch Point Program works, RMS removed this exemption for taxis. The works also included moving the ‘MAIL ZONE’ in Kingsway to Hay Avenue. Taxis regularly queue back through the ‘TAXI ZONE’ and a traffic island was installed in Hay Avenue to extend the ‘TAXI ZONE’, thereby providing additional queuing space.

If Hay Avenue is converted from one-way to two-way:
• taxis will be required to pick-up from the newly constructed island, which would require modification to provide kerb ramps and a shelter; and
• it is envisaged that taxis will queue back through the new ‘MAIL ZONE’ location and into Kingsway, which would have significant safety and efficiency effects on the classified road network.

Therefore, converting Hay Avenue from one-way to two-way is not supported by Council staff.

**Install an additional ‘TAXI ZONE’ in Kingsway**

Kingsway is a classified state road and any changes to parking controls require RMS approval.

Hay Avenue is currently one-way south-westbound (towards Kingsway), with an 11 metre wide carriageway between Kingsway and Hay Lane. This area provides a public transport interchange for
Caringbah railway station, with a ‘TAXI ZONE’ on the northwest side and a ‘BUS ZONE’ on the south-east side.

A previous right-turn ban into Kingsway from Hay Avenue exempted taxis and buses. As part of the Pinch Point Program works, RMS removed the exemption for taxis. Taxis that pick up patrons from Hay Avenue now divert via Kingsway, then Mackay Street, then Hay Avenue, then Hay Lane, then Mackay Street, and then Kingsway, to head northeast in Kingsway.

It understood that NSW Taxi Council does not support a duplicate taxi rank in the area.

Convert the existing ‘NO PARKING’ on the eastern side of Hay Lane to parallel parking
Hay Lane is a two-way road, with a 7 metre wide carriageway and ‘NO PARKING’ signposted on both sides. This allows drivers to stop for up to two minutes to deliver goods and pick-up/drop-off passengers. The western side of Hay Lane provides access to the rear of businesses fronting Kingsway and is used for loading and unloading goods.

The provision of parking on the eastern side of Hay Lane would compromise access to Kingsway properties, loading activities and through traffic.

Therefore, converting the existing ‘NO PARKING’ on the eastern side of Hay Lane to parallel parking is not supported by Council staff.

Provide angle parking on the southern side of Hay Avenue
Council has developed a proposal to adjust the layout of the intersection Hay Avenue and Mackay Street, as shown in Appendix D, to provide additional car parking spaces and a pedestrian refuge.

The proposed changes will be tabled at the Sutherland Traffic & Traffic Safety Committee meeting to be held on 2 November 2018. The estimated cost of the proposed measures is $164,000. The works will be funded by RMS 2018/19 Pinch Point Program and Council’s 2018/19 Traffic and Transport Works Program, under agreement between RMS and Council.

Prohibit the right-turn from Port Hacking Road (south) into Kingsway
Changes to traffic signals require RMS approval.

This matter was tabled at the Consultative Traffic Forum meeting held on 7 July 2017, as shown in Appendix E (refer CTF002-18), following a fatal crash at the intersection. It was subsequently recommended:
THAT:
1. The report on pedestrian safety at the intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah be received and noted.
2. **Risks and Maritime Services consider:**
   
i) **installation of red arrow protection for pedestrians for all conflicting pedestrian and vehicle turning movements at the intersection.**
   
ii) **extending the time on the right hand turn ‘red arrow’ for vehicles turning right from Port Hacking Road into the Kingsway, Caringbah.**

3. **The changes in point 2 be implemented as a matter of urgency and be the subject of further review.**

These suggestions have been forwarded to RMS, who has since advised the following:

**Pedestrian protection**

- Roads and Maritime Services continually monitor the operation of all signalised intersections.

- Protection for pedestrians is considered for every marked foot crossing at a signalised intersection. The degree of protection provided depends on the individual circumstances and may be full protection, timed protection or no protection. In most instances, timed pedestrian protection is installed to ensure pedestrians have established themselves on the crossing and are clearly visible to turning vehicles.

- The length of the timed protection depends on the type of pedestrians using the crossing, the flow of pedestrians and the flow of the conflicting vehicles. However, a minimum of four seconds is required to allow pedestrian movements to be established before vehicle movements begin.

- It should be noted that all vehicles when turning left or right through a signalised intersection must give way to any pedestrian crossing the road into which vehicles are turning.

- At the intersection of Kingsway, Port Hacking Road and Mackay Street red arrow timed protection has been provided for northbound pedestrian traffic crossing the Kingsway. This split push button protection with extended right turn red-arrow protection provides an additional 15 seconds of pedestrian protection.

- Roads and Maritime Services are installing greater pedestrian protection for all vehicular left turn movements that conflict with pedestrian signalised movements at the signalised intersection of Kingsway, Port Hacking Road and Mackay Street in Caringbah. This includes:
  
  o Left turn red-arrow pedestrian protection for motorists turning left out of Mackay Street when pedestrians cross the eastern leg of Kingsway,

  o Left turn red-arrow pedestrian protection for motorists turning left from Kingsway onto Port Hacking Rd while pedestrians cross the southern leg of the intersection and,

  o Left turn red-arrow pedestrian protection for motorist turning left from Kingsway onto Mackay Street while pedestrians cross the north leg of Kingsway.
Right Turn Restrictions

- Sutherland Shire Council and RMS must carefully consider the application of all turning restrictions.
- Banning vehicular turns at signalised intersections is a traffic management practice used to remove the possibility of conflict between through and turning vehicles. Turn bans are considered to be a very restrictive practice used only when other less intrusive measures have been found to be inappropriate.
- At this time, the red-arrow split button timed pedestrian protection is considered by Roads and Maritime to be appropriate and new turning restrictions from Port Hacking Road (south) into Kingsway are not recommended by RMS.

Should RMS prohibit the right-turn from Port Hacking Road (south) into Kingsway, Council may seek to recover costs for additional damage to the surrounding unclassified road network, under Section 208 of Roads Act 1993.

Convert the half-hour parking in Hay Avenue car park to one-hour parking

In order to offset the loss of fourteen timed parking spaces in Kingsway, Council staff converted thirteen existing two-hour parking spaces in Hay Avenue car park to half-hour parking, as shown in Appendix B, under Local Government Act 1993 and Delegated Authority. Other parking in Hay Avenue car park remains two-hour parking.

Site observations indicate that this parking is operating at 85 per cent occupancy during the week. Converting this half-hour parking to one-hour parking would reduce turnover and increase occupancy, and there is other medium-term (two-hour) parking nearby.

Therefore, converting the half-hour parking in Hay Avenue car park to one-hour parking is not supported by Council staff.

Reduce the length of ‘BUS ZONE’ on the southern side of Kingsway, opposite Caringbah railway station entry, to create two fifteen-minute parking spaces

Kingsway is a classified state road and any changes to parking controls require RMS approval.

The existing ‘BUS ZONE’ is 21 metres long, as shown in Appendix F, and provides for seven buses per hour in the peak. On this basis, STA’s Bus Infrastructure Guidelines recommends that the ‘BUS ZONE’ cater for one bus. Using the 12 metres of ‘NO STOPPING’ on approach to the marked foot crossing as a draw-out area, STA’s Bus Infrastructure Guidelines recommends providing a 24 metre ‘BUS ZONE’ for 12.5 metre long buses.
References
Transport Administration Act 1988 and RMS’s Delegation to Councils; Regulation of Traffic
Road Transport Act 2013 and Road Rules 2014
Local Government Act 1993

FINANCIAL / RESOURCE IMPLICATIONS
Any changes to the state-road network and traffic lights are generally funded by RMS. Any changes to the remaining road network are generally funded by Council.

LIST OF APPENDICES
Appendix A - RMS Pinch Point Program works
Appendix B - Half-hour parking in Hay Avenue car park
Appendix C - Taxi Zone changes in Hay Avenue
Appendix D - Plan A – Additional parking and pedestrian refuge
Appendix E - Report to Consultative Traffic Forum meeting - 7 July 2017
Appendix F - Bus Zone in Kingsway.

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: 2018/297922 (GvW)
April 2018

Proposed intersection improvements on President Avenue and Kingsway, Caringbah

The NSW Government is funding this project as part of its $300 million Pinch Point Program which aims to ease congestion and improve journey reliability on Sydney’s key southern corridors.

Roads and Maritime Services is proposing intersection upgrades to improve traffic flow and reduce delays at the intersection of President Avenue and Kingsway in Caringbah.

Road users currently experience delays when travelling through the intersection during peak periods due to lengthy queues on the eastbound right turning bay. This reduces the capacity of the eastbound through movement from Kingsway onto President Avenue.

The proposed project aims to improve congestion by increasing capacity along Kingsway and includes:

- duplication of the right turn lane from Kingsway into President Avenue
- removal of up to 14 restricted parking spaces on the eastbound lane on Kingsway
- no right turn from Hay Avenue, buses exempt
- modification of traffic island at the intersection of President Avenue and Kingsway
- removal of a loading zone
- relocation of the mail zone
- line marking and asphalt.

An independent parking analysis completed in March 2017 showed that sufficient parking exists in the area for business customers and local residents in the nearby council carpark, as well as the surrounding streets, including Denman Avenue, Hays Avenue and Banksia Road.

What are the project benefits?

The project will:

- minimise congestion and improve travel times
- improve traffic flow at the intersection of President Avenue and Kingsway
- increase efficiency and safety of the eastbound through movement on Kingsway
- reduce the risk of crashes, particularly rear end crashes
- reduce queuing and wait times for vehicles turning from Kingsway into President Avenue.
Project enquiries

If you have any questions or comments on the proposed improvements, please contact our Project Manager, Katlin Reidy, by Wednesday, 18 April, 2018, at pinpoint@rms.nsw.gov.au, 1800 572 004 or:

Roads and Maritime Services
PO Box 973
Parramatta NSW 2124

We will respond to your enquiries directly and notify you prior to work commencing.

For more information on our projects, visit rms.nsw.gov.au.

---

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 572 004.
HAY AVENUE and MACKAY STREET, CARINGBAH
PROPOSED ADDITIONAL PARKING and PEDESTRIAN REFUGE ISLAND

ALLOWANCE HAS BEEN MADE FOR FUTURE SCATL ALIGNMENT

PROPOSED ANGLE PARKING

PROPOSED ADDITIONAL ANGLE PARKING

PROPOSED MOTOR BIKE PARKING

PROPOSED PEDESTRIAN REFUGE ISLAND

BANKSIA ROAD

PROPOSED MODIFICATION TO KERB ALIGNMENT AS SHOWN

NOTE: PROPOSAL WILL CREATE 18 ADDITIONAL PARKING SPACES
EXECUTIVE SUMMARY

- In November 2016 a crash at the intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah resulted in the death of a 25 year old female pedestrian.
- Representatives from Council, NSW Police and Roads and Maritime Services have subsequently investigated pedestrian safety options at the intersection including consideration of a proposal for the prohibition of the right turn movement from Port Hacking Road into Kingsway.
- The proposed right turn prohibition is not supported.

REPORT RECOMMENDATION

THAT:

1. The report on pedestrian safety at the intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah be received and noted

2. Roads and Maritime Services consider installation of red arrow protection for pedestrians for all conflicting pedestrian and vehicle turning movements at the intersection.

LOCATION
Intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah.

REFERRAL TO COMMITTEE
Previous decision of Sutherland Traffic and Traffic Safety Committee 2 December 2016 (STR067-17).

ISSUES
Pedestrian Safety.

COMMENTS FROM INVESTIGATING OFFICER
Background
The intersection of Kingsway, Port Hacking Road and Mackay Street, Caringbah is signalised and operates under the control of Roads and Maritime Services and is located within the Caringbah town centre. The intersection operates in close coordination with the adjoining signalised intersection of Kingsway and President Avenue approximately 65m to the west. A map of the intersection is shown in Appendix A attached to this report. The significant features of the intersection are summarised as follows:

- Kingsway consists of 4 lane approaches in both directions.
- Mackay Street has a two lane approach.
- Port Hacking Road South has a 3 lane approach.
- Pedestrian crossings are located across Mackay Street, Port Hacking Road South and the eastern leg of Kingsway.
- With the exception of Ho Right turn from Kingsway into Mackay Street, all other turning movements are permissible at the intersection.
- Right turn movements out of Mackay Street and Port Hacking Road South operate on a filter phase.

In November 2010 a crash at the intersection resulted in the death of a 26 year old female pedestrian who was crossing the eastern leg of the Kingsway in a northbound direction. A truck turning right out of Port Hacking Road into Kingsway collided with the pedestrian.

Representatives from Council, NSW Police and Roads and Maritime Services have collected relevant data and met on site to discuss pedestrian safety options at the intersection including consideration of a proposal for the prohibition of the right turn movement from Port Hacking Road into Kingsway.

Traffic Count Data
Site observations and traffic counts have been undertaken at the intersection. A traffic count summary is shown in Appendix B attached to the report. Some key features of the data are summarised as follows:
Kingsway is an arterial State Road with an Annual Average Daily Traffic (AADT) of approximately 30,000 vehicles per day east of the intersection.

Port Hacking Road South is a local distributor road with an AADT of approximately 12,000 vehicles per day.

Mackay Street is a local road with an AADT of approximately 4,000 vehicles per day.

Approximately 70 to 80 pedestrians per hour cross the eastern approach of Kingsway during the morning and evening peak periods.

Approximately 70 to 80 vehicles per hour turn right from Port Hacking Road into Kingsway during the morning and evening peak periods.

Discussion

It is noted that this type of vehicle - pedestrian conflict is a common occurrence at a high number of intersections between multi-lane state roads and local roads in areas of high pedestrian activity. It is current Roads and Maritime Services policy to mitigate these risks through the use of red turning arrows that hold turning vehicles when the conflicting pedestrian movement is activated. This currently exists for the right turn movement from Port Hacking Road into Kingsway.

Site observations and further analysis of crash data at the intersection indicates that there is no other significant or unique traffic behaviour, crash history or design feature that would warrant prohibition of the right turn. In this regard there have been no other crashes at the intersection that involve vehicles turning right from Port Hacking Road into Kingsway.

Therefore, from a risk management perspective it is important to consider the circumstances of the fatal incident and whether it is likely to reoccur. In this regard it should be noted that the crash is still the subject of a detailed police report and court case, the details of which are unavailable at the time of writing this report. However, given the information at hand, it is considered that the risk of recurrence is highly unlikely given that sight lines for vehicles and pedestrians are clear and the right turn is held by the red arrow. Both the RMS and NSW Police representatives concur with this assessment.

It is important to note that whilst prohibition of the right turn movement would remove this particular risk, vehicle and pedestrian conflict with similar associated risk would still exist for the left turn movements on this and the two other pedestrian crossings at the intersection. These conflicts are not currently managed by red arrow left turn protection. It is also important to note that prohibition of the right turn movement would also increase other risks such as:

- alternate routes still require turning movements onto Kingsway where there is some history of crashes associated with these movements eg: Jacaranda Road / Kingsway and Gannons Road / Kingsway - 2 tow
away and 2 injury crashes related to right turn movements onto Kingsway.
• Increased conflict with pedestrians and turning movements in Mackay Street north of Kingsway.
• Poor gap acceptance with increased risk and delays for right turn movements from Mackay Street into Kingsway.

Conclusion
On balance the prohibition of the right turn movement from Port Hacking Road into Kingsway is not supported.

Roads and Maritime Services should consider installation of red arrow protection for pedestrians for all conflicting pedestrian and vehicle turning movements.

File Number: 2016/231313

COMMITTEE RECOMMENDATION

THAT:

1. The report on pedestrian safety at the intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah be received and noted

2. Roads and Maritime Services consider:
   i). installation of red arrow protection for pedestrians for all conflicting pedestrian and vehicle turning movements at the intersection.
   ii). extending the time on the right hand turn ‘red arrow’ for vehicles turning right from Port Hacking Road into the Kingsway, Caringbah.

3. The changes in point 2 be implemented as a matter of urgency and be the subject of further review.
COUNCIL RESOLUTION

THAT:

1. The report on pedestrian safety at the intersection of Kingsway, Port Hacking Road South and Mackay Street, Caringbah be received and noted

2. Roads and Maritime Services consider:
   i). installation of red arrow protection for pedestrians for all conflicting pedestrian and vehicle turning movements at the intersection.
   ii). extending the time on the right hand turn ‘red arrow’ for vehicles turning right from Port Hacking Road into the Kingsway, Caringbah.

3. The changes in point 2 be implemented as a matter of urgency and be the subject of further review.

(Councillor Scaysbrook / Councillor Provan)

APPENDIX

APPENDIX A

AppendixA.pdf

APPENDIX B

IBA_23_6_3617_12_30_54_412.pdf
PLAN A

KINGSWAY, CARINGBAH at RAILWAY STATION TRAFFIC SIGNAL
EXISTING ‘BUS ZONE’ on SOUTHWEST SIDE

Position of existing ‘Bus Zone’ signs
EXECUTIVE SUMMARY

- The Sutherland to Cronulla Active Transport Link (SCATL) is a Transport for NSW project, providing a shared-use path between Sutherland and Cronulla.
- Stage 1 (Sutherland to Kirrawee) includes a ‘10 km/h Shared Zone’ in McCubbens Lane.
- This report informs the Consultative Traffic Forum of the proposed complimentary works and Council’s intention to submit an application to Roads & Maritime Services (RMS) to consider installing a ‘10 km/h Shared Zone’ in McCubbens Lane.

REPORT RECOMMENDATION

That the information be received.
LOCATION
McCubbens Lane, Sutherland.
(Heathcote Electorate).

REFERRAL TO COMMITTEE
Transport for NSW, as part of SCATL Stage 1 Sutherland to Kirrawee proposal.

ISSUES
Creation of a low-speed environment for a ‘10 km/h Shared Zone’.

PREVIOUS CONSIDERATION BY COMMITTEE
(Not applicable).

COMMENTS FROM INVESTIGATING OFFICER
The Sutherland to Cronulla Active Transport Link (SCATL) is a shared-use path between Sutherland and Cronulla. This Transport for NSW project will form a “backbone” for active transport in Sutherland Shire, to help make walking and bike riding a more convenient, safer and enjoyable transport option.

A Review of Environmental Factors (REF) for SCATL Stage 1 Sutherland to Kirrawee is on public display until Sunday 4 November 2018. The proposed route connects Sutherland Station and Kirrawee Station outside the railway corridor, via:

- a ‘10 km/h Shared Zone’ in McCubbens Lane; then
- an on-road, bi-directional cycleway in Eton Street; then
- an off-road, bi-directional cycleway in President Avenue, between Eton Street and Acacia Road; then
- a shared-use path in President Avenue, between Acacia Road and Oak Road.

McCubbens Lane was selected to be part of the active transport link because of its proximity to the desire line between the Sutherland train station and schools, low vehicle traffic volumes, low vehicle speeds. The width of the road reserve restricts the width of footpaths behind the existing kerblines and pedestrians currently utilise the road carriageway.

Therefore, it is proposed to formalise this practice by converting McCubbens Lane to a ‘10 km/h Shared Zone’. In order to provide a self-enforced, low-speed environment, a coloured pavement treatment will be utilised, which compliments the existing continuous footpath treatments at all ends of the local laneway network.

The pavement works will be approved by Council, under Roads Act 1993, and the installation of a ‘10 km/h Shared Zone’ will be referred to RMS for their consideration.
References
Transport Administration Act 1988 and RMS’s Delegation to Councils; Regulation of Traffic
Road Transport Act 2013 and Road Rules 2014
RMS NSW Bicycle Guidelines.
RMS TDT 2013/05 Continuous footpath treatments
RMS TTD 2016/001 Design and implementation of shared zones including provision of parking.

FINANCIAL / RESOURCE IMPLICATIONS
SCATL Stage 1 Sutherland to Kirrawee is fully funded by Transport for NSW.

LIST OF APPENDICES
Appendix A - McCubbens Lane, Sutherland – Shared Zone Application.

RESPONSIBLE OFFICER
The officer responsible for the preparation of this Report is the Traffic Engineer – Cycleways, Mark Chigwidden, who can be contacted on 9710 0130.

File Number: TT/09/960901 (MC)
Sutherland to Cronulla Active Transport Link – Stage 1
McCubbens Lane, Sutherland

Shared Zone Application
1 Site Information

1.1 Location

McCubbens Lane, Sutherland, from Old Princes Highway to Elton Street
UBD Map Ref. Map: 36 Ref. F1

1.2 Context

McCubbens Lane is located between Old Princes Highway (Sutherland railway station) to the West and Elton Street, (Sutherland Public School) to the East.

It is located in the Sutherland town centre and is used by pedestrians as a thoroughfare despite the lack of footpaths. Sutherland has been nominated by the Greater Sydney Commission (GSC) as a strategic centre and accordingly will play a significant role in providing employment opportunities. The increase in employment opportunities signifies an increase in pedestrian activity in the area.

1.3 Site Map

Figure 1 – Map of Site Location (from Google Earth)

1.4 Existing Characteristics

McCubbens Lane is a one-way lane (eastbound) with no on street parking; a raised pedestrian crossing at both the eastern and western ends of the lane. There are two entrances to driveways for local business. A T intersection with a service lane is centrally located (Muskton Lane).

Length: 116 metres
Width: 4 metres

Car spots: 0 spots in the road carriageway of the lane, 5 car spots in council land reserve adjacent to road (including 1 disabled space).

Footpaths: Northern side has a footpath with a width of 0.88 metres, southern side has a narrow section of concrete paving behind the existing kerb.

Speed limit: 50km/h

Street lighting provided at intervals along the whole lane.

Figure 2: View from Old Princes Highway looking cast
Figure 3 — View of McCubbins Lane looking east

Figure 4 — View of McCubbins Lane looking west
1.5 Traffic survey

The results from a 7 day traffic count survey commissioned by Sutherland Shire council in July 2017 are (refer to Attachment B for full results):

<table>
<thead>
<tr>
<th>Measurements</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekly Traffic Speed (50th percentile)</td>
<td>18 km/h</td>
</tr>
<tr>
<td>Weekly Traffic Speed (75th percentile)</td>
<td>27 km/h</td>
</tr>
<tr>
<td>Five day AADT</td>
<td>299 vehicles</td>
</tr>
<tr>
<td>Seven day AADT</td>
<td>272 vehicles</td>
</tr>
</tbody>
</table>

These meet the general criteria for a shared zone according to the RMS TTD 2019/001 Design and implementation of shared zone with provisions for parking 10km/h shared zone checklist, which state desirable vehicle traffic volume is 100 vehicles per hour and equal or less than 1000 vehicles per day.
2. Project

2.1 Background

McClubbens Lane, Sutherland has been designated as part of the route for the Sutherland to Cronulla Active Link (SCATL). SCATL will be an 11 kilometre active transport link between Sutherland and Cronulla.

McClubbens Lane was selected to be part of the active transport link because of its proximity to the desire line between the Sutherland train station and schools, low vehicle traffic volumes, low vehicle speeds.

Due to the sub-standard nature of the existing footpath within McClubbens Lane, pedestrians currently utilise the road carriageway.

2.2 Proposal

The proposed plan involves converting McClubbens Lane into a “Shared Zone” to improve access and safety for pedestrians, bicycle riders, prams, and wheelchairs.

The proposal includes:

- No changes to the existing raised pedestrian crossings at either approach to the lane
- Change to the speed limit from 50 km/h to 10 km/h
- Road surface to be treated to identify the lane as a pedestrian priority area
- No changes to existing car parking facilities
- Regulatory signage to signal shared zone start and end, 10 km/h speed, one way direction, bicycles excepted, give way to pedestrians

2.3 Proposed Design

The proposed design is the replacement of the road surface course with a coloured pavement. This will involve the milling of the existing road surface between the raised thresholds at each end of the lane. Council to determine an appropriate colour of Asphallic Concrete (AC), the colour will ensure that a change in environment from the surrounding road network.
Figure 5.—Proposed design of McCubbens Lane

Replace road surface with a coloured pavement
3. **Design Principles Checklist**

This section addresses the design principles in RMS TDD 2016/001 – Design and implementation of shared zones with provisions for parking ~ 10 km/h shared zone checklist.

3.1 **Footpaths**

No change proposed to the footpaths.

3.2 **Kerbs and Gutters**

No change proposed to the kerbs and gutter.

3.3 **Entrance / Exit points**

No changes proposed to the existing raised pedestrian crossings at each end of McCubbens Lane.

3.4 **Signage**

New traffic signs including:
- R4-4 Shared zone
- R4-5 End Shared Zone
- R2-18 Give way to pedestrians
- R9-3 Bicycles Excepted

3.5 **Pavement Surface**

Coloured Asphaltic Concrete, colour to be determined by Sutherland Shire Council at a later date.

3.6 **Forward Visibility**

Forward visibility unaffected.

3.7 **Suitable Road treatments**

No treatments proposed.

3.8 **What design elements have been considered in the design?**

Traffic calming measures have not been applied to this project.

<table>
<thead>
<tr>
<th>Design Element</th>
<th>Applicable to project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical Deflections: Road humps</td>
<td>N/A</td>
</tr>
<tr>
<td>Vertical Deflections: Raised pavements</td>
<td>N/A</td>
</tr>
<tr>
<td>Horizontal Deflections: Lane narrowing</td>
<td>N/A</td>
</tr>
<tr>
<td>Horizontal Deflections: slow points</td>
<td>N/A</td>
</tr>
</tbody>
</table>
### Design Element

<table>
<thead>
<tr>
<th>Element</th>
<th>Applicable to project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal Deflections: bollards</td>
<td>N/A</td>
</tr>
<tr>
<td>Horizontal Deflections: street furniture</td>
<td>N/A</td>
</tr>
<tr>
<td>Horizontal Deflections: alternating parking on either side</td>
<td>N/A</td>
</tr>
<tr>
<td>Surface treatments: tactile surface treatment</td>
<td>N/A</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
</tr>
</tbody>
</table>

### 3.9 Vehicle Mix requirements

McCubbin's Lane is not a bus route or heavy vehicle route.
Some light trucks use the lane, access for these vehicles will not be affected.

### 3.10 Parking

This proposal has no impact to parking.

### 3.11 Bicycles

This proposal includes R9-3 Bicycles excepted to allow contraflow bicycle movement in the one way lane.

### 3.12 Mobility and Vision impaired

This proposal will enable access to mobility assistance devices.

### 3.13 Lighting

Street lighting is already provided along the lane, this is to remain unaffected.

### 3.14 Drainage grates

Existing drainage grates are bicycle friendly, no changes proposed to the grates.
4. **Consultation**

4.1 **Local Community / Businesses**

Public consultation will be held for the REF display on:
- 20 October 2018
- 27 October 2018
- 1 November 2018

The project team have completed door knocking face to face consultation with local businesses on 15 October 2018.

4.2 **Public transport**

No public transport consultation as no services will be affected by this proposal.

4.3 **Emergency services and other services**

No consultation with services as access will be unaffected.

4.4 **Other Consultation**

- Other public consultation has been completed through letterbox drops to local residents
- Meeting with St Patrick's high school on 15 October 2018
- An online portal has been provided

4.5 **Sutherland Shire Council Local Traffic Committee**

The proposal will be presented to Local Traffic Committee on 2 November 2018.
5. **List of Attachments**

A. Detailed Design

B. Traffic Counts
Attachment A

Replace road surface with a coloured pavement.
CTF023-18   GRANT FUNDED ROAD PROJECTS

Attachments: Appendix A[1]

EXECUTIVE SUMMARY
This report provides an update on all grant funded road projects, as requested by Roads & Maritime Services (RMS).

REPORT RECOMMENDATION

That the information be received.
LOCATION
Various roads in Sutherland Shire.
(Cronulla, Miranda, Heathcote and Holsworthy Electorates).

REFERRAL TO COMMITTEE
Roads & Maritime Services (RMS).

ISSUES
RMS has requested that Councils provide status updates for all grant funded projects, through the Local Traffic Committee.

PREVIOUS CONSIDERATION BY CONSULTATIVE TRAFFIC FORUM / TRAFFIC COMMITTEE
Standing Item.

COMMENTS BY INVESTIGATING OFFICER
The State and Federal Governments provide funding under a number of programs for road improvements. These funds are made available through either RMS or Transport for NSW. Sutherland Shire Council has successfully applied for ten projects for delivery in the 2018/2019 financial year and one project in the 2019/20 financial year, as outlined in Table A, attached. Further projects will be added as grant funding is approved.

LIST OF APPENDICES
Appendix A (Table A) – Grant funded road projects

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.

File Number: 2018/285005 (GH)
<table>
<thead>
<tr>
<th>RMS Project Number</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Grant Program</th>
<th>Approved 2018/19 Grant Funding</th>
<th>Approved 2019/20 Grant Funding</th>
<th>Grant Funding Arrangement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.0037388</td>
<td>Blaxland Dr and Old Ilawarra Rd Roundabout</td>
<td>$205,000</td>
<td>Australian Government Black Spot Programme</td>
<td>$205,000</td>
<td></td>
<td>100% grant funded up to $205,000</td>
<td>Design: To be completed by 31/12/18, Construction: To be completed by 30/6/19.</td>
</tr>
<tr>
<td>P.0022376</td>
<td>Coathood Cr Traffic calming</td>
<td>$103,000</td>
<td>Safer Local Government Roads Program</td>
<td>$103,000</td>
<td></td>
<td>100% grant funded up to $103,000</td>
<td>Design: To be completed by 31/12/18, Construction: To be completed by 16/2/19.</td>
</tr>
<tr>
<td>P.0033871</td>
<td>Saunders Bay Rd &amp; Burraneer Bay Rd Roundabout</td>
<td>$150,000</td>
<td>Safer Local Government Roads Program</td>
<td>$150,000</td>
<td></td>
<td>100% grant funded up to $150,000</td>
<td>Design: To be completed by 31/12/18, Construction: To be completed by 30/6/19.</td>
</tr>
<tr>
<td>P.0017829</td>
<td>Rawson Av On and off road cycle way - Stage 3</td>
<td>$600,000</td>
<td>Active Transport Program</td>
<td>$300,000</td>
<td></td>
<td>50% grant funded up to $300,000, with matching Council funds of $300,000</td>
<td>Design: Construct: Complete, To be completed by 26/6/19.</td>
</tr>
<tr>
<td>P.0018485</td>
<td>Gymea Bay Rd and President Av Traffic signal upgrade</td>
<td>$1,679,000</td>
<td>Congestion and Safety Program</td>
<td>$1,679,000</td>
<td></td>
<td>100% grant funded up to $1,679,000</td>
<td>Design: Construct: Complete, To be completed by 31/3/19.</td>
</tr>
<tr>
<td>N/A</td>
<td>Hay Av Offset parking</td>
<td>$40,000</td>
<td>Congestion and Safety Program</td>
<td>$40,000</td>
<td></td>
<td>100% grant funded up to $40,000</td>
<td>Design: Construct: Complete, Complete.</td>
</tr>
<tr>
<td>P.0038452.002</td>
<td>Hay Av at Mackay St Offset parking</td>
<td>$164,000</td>
<td>Congestion and Safety Program</td>
<td>$82,000</td>
<td></td>
<td>60% grant funded up to $82,000, with matching Council funds of $82,000</td>
<td>Design: Construct: Complete, To be completed by 31/3/19.</td>
</tr>
<tr>
<td>P.0038172.002</td>
<td>Box Rd Angle parking (offset parking)</td>
<td>$218,000</td>
<td>Cleanways 1 Program</td>
<td>$218,000</td>
<td></td>
<td>100% grant funded up to $218,000</td>
<td>Design: Construct: Complete, Complete.</td>
</tr>
<tr>
<td>TBA</td>
<td>President Av, east bound, between Telara Rd and Bungarri La Pavement</td>
<td>$290,000</td>
<td>Regional Road Repair and Black Grant Programs</td>
<td>$290,000</td>
<td></td>
<td>100% grant funded up to $290,000</td>
<td>Construction to commence Feb 2019.</td>
</tr>
<tr>
<td>TBA</td>
<td>Bates Dr Stage 2 - between Hay and Drysdale P1 Pavement</td>
<td>$240,000</td>
<td>Regional Road Repair and Black Grant Programs</td>
<td>$240,000</td>
<td></td>
<td>100% grant funded up to $240,000</td>
<td>Construction to commence Mar 2019.</td>
</tr>
<tr>
<td>TBA</td>
<td>Captain Cook Dr - between Tapyrus St and Torrens St Pavement</td>
<td>$110,000</td>
<td>Regional Road Repair and Black Grant Programs</td>
<td>$110,000</td>
<td></td>
<td>100% grant funded up to $110,000</td>
<td>Construction to commence Apr 2019.</td>
</tr>
</tbody>
</table>