

ROADS AND FREIGHT STRATEGY AND IMPLEMENTATION PLAN

2024-2033

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SUTHERLANDSHIRE



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Acknowledgment of Country

Sutherland Shire Council acknowledges the Dharawal people as the Traditional Custodians of the land within Sutherland Shire.

We value and celebrate Dharawal culture and language, and acknowledge Dharawal people's continuing connection to the land, the sea and community.

We pay respect to the Elders and their families, past, present and emerging, and through them, to all Aboriginal and Torres Strait Islander peoples.

Image: Fire Stories, April 2022

Prepared by
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Introduction

The Roads and Freight Strategy outlines how our vision for a safe and efficient road network for Sutherland Shire will be progressed over the coming decade. The intention of the strategy is to align Council with the NSW Government’s “Towards Zero” target on road fatalities, contained in the NSW Government’s Future Transport Strategy 2061, while maintaining efficient movement of vehicles, including freight, in the available road corridors.

It is no longer a reality to consider building new roads or road widenings as a sustainable solution to increased traffic congestion. Consistent with the objectives of the adopted Active Transport and Public Transport Strategies, road user thinking must move towards looking at other transportation modes beyond private vehicles. Prioritising road safety within a ‘Movement and Place’ framework will be core to the decision-making process. This may result in some efficiency and amenity trade-offs which may at times not be popular with all of the community.

The current road corridors provide many functions: movement of people and goods, public utilities, pedestrian and cycling, parking, tree canopy, landscaping, outdoor dining, goods display, and public transport support infrastructure. This Strategy focuses on road safety, efficient movement, and partnership with government agencies. Managing freight within these three focus areas is an important element of this Strategy.

This Strategy recognises Council is not the only roads authority in Sutherland Shire. Major roads, known as classified roads, are managed and maintained by Transport for NSW. An aim of this Strategy will be a better understanding by the community of Council’s overall role in the road network.

Other factors beyond Council’s sole control, such as technology change, work attendance patterns post Covid-19 pandemic and climate change require Council to be adaptable to these changes. Finding a balance between efficient movement of goods and the impacts on the local community will be an ongoing challenge.

This Strategy covers Council’s most significant assets, in terms of gross replacement cost, being road pavement, kerb and guttering and related assets. This Strategy is intended to assist the financial sustainability of Council’s position.

Accordingly, the vision of the Strategy is to provide:

“A safe and efficient road network that can be shared by all users within Sutherland Shire”.

It will do this through three areas of focus and our commitment to working collaboratively and in consultation with the community and key stakeholders.

The activities Council will deliver to progress this strategy are included in the Implementation Plan. The implementation actions will be reflected in Council’s Delivery Program and annual Operational Plans.



Our vision

A safe and efficient road network that can be shared by all users within Sutherland Shire.

Our principles

The following principles aim to inform and provide consistency with respect to the provision and management of road safety and movement.

SAFETY

The 'Safe System Approach' shall be used to make road safety the highest priority.

COLLABORATION

In partnership with the community, we will advocate to government agencies to achieve better road and freight outcomes, and deliver a reliable road network for our community.

BALANCE

Roads and freight strategy and policy must support an efficient and sustainable balance of all modes of transport.

VALUE

Make the best use of existing road carriageways and corridors, before widening carriageways and providing additional road corridors.

LIVEABILITY

Roads are recognised as public space and should aim to optimise connectivity, and achieve a balance of ['movement and place'](#).

ADAPTABILITY

Roads and freight strategy and policy should align with and be adaptable to changes to legislation, government policy, society and technology, including autonomous (driverless) vehicles.

Our role

Council has several roles in this Strategy: direct service provider, regulator, advocate, asset manager and safety promoter.

Our areas of focus

1
Road Safety

2
Movement

3
Partnerships

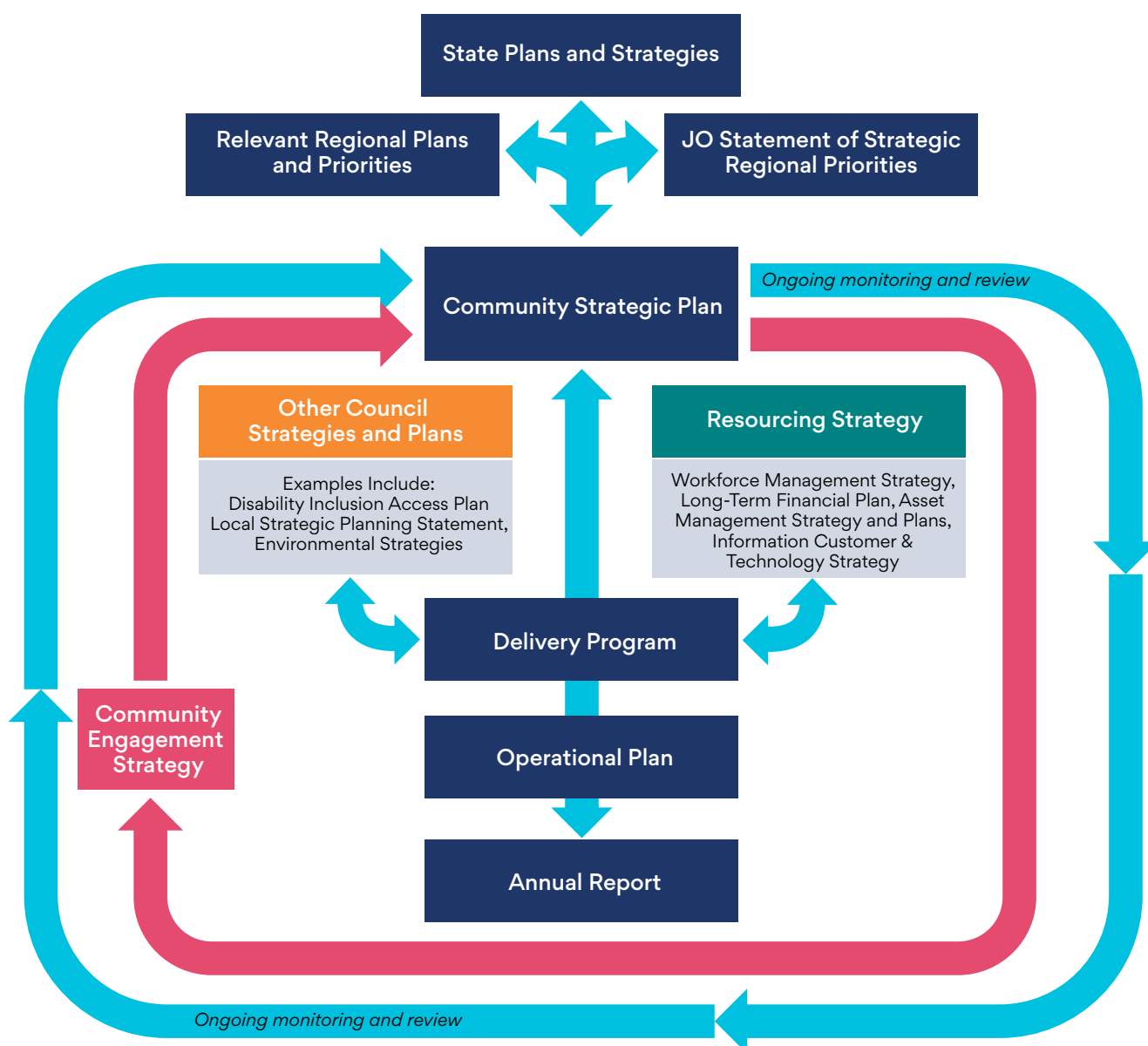


Our planning process

Integrated planning & reporting framework

Council takes an integrated approach to the implementation of the priorities and aspirations of the community as identified in the Community Strategic Plan.

Supporting documents transform these priorities and aspirations into clearly defined strategies and actions.



Community Strategic Plan

The 2022 Sutherland Shire Community Strategic Plan (CSP) outlines the community's vision, aspirations, and priorities for the future.

The community's vision is:

“A connected and safe community that respects people and nature, enjoying active lives in a strong local economy.”

To achieve this vision, Outcome 6 of the CSP and its community goal in relation to roads and freight is:

A high quality urban environment, supporting a growing and liveable community

CSP		STRATEGY
6.3		Plan and develop integrated transport networks to provide transport choices that allow people to get around in a safe, accessible and efficient manner

Council's adopted Delivery Program provides the following Principal Activity, which is relevant to this Strategy:

DELIVERY PROGRAM				PRINCIPAL ACTIVITY
Code	Description	Responsibility	Level of Influence	
6D	Provide a safe and sustainable transport system for efficient and convenient movement around the Sutherland Shire	Traffic and Public Domain Services	Control Concern	

Further the current Operational Plan sets out the key actions over the next four years:

OPERATIONAL PLAN								ACTIONS
Code	Description	Responsibility	Measurement	Timeframe			Supporting Documents	
				23/24	24/25	25/26		
6D.24.01	Finalise the development of the Road Safety Plan	Manager Traffic and Public Domain Services	<ul style="list-style-type: none"> Adoption of Plan by Council 	✓			Integrated Transport Strategy Draft Roads and Freight Strategy	
6D.24.02	Advocate for progress in the delivery of the M6 motorway between Sylvania and Loftus	Manager Traffic and Public Domain Services	<ul style="list-style-type: none"> Progress in planning by Transport for New South Wales 	✓	✓	✓	Integrated Transport Strategy Draft Roads and Freight Strategy	

Sutherland Shire Local Strategic Planning Statement

The Sutherland Shire Local Strategic Planning Statement (LSPS) conveys the vision and planning principles that will help guide land use planning decisions for the next 20 years in the Sutherland Shire. The LSPS incorporates 4 key themes that emerge from the strategic directions established by the Greater Sydney Commission, the Greater Sydney Regional Plan and the South District Plan. These are:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability.

Transport is identified as a key element across these themes and is reflected in the LSPS's objective to create a: "Connected Transport Network" and; "Prioritise connected transport networks to provide convenient transport options to schools, open space, centres and employment and reduce reliance on private car transport" in the Sutherland Shire.

This document expresses the vision and planning principles for the next 20 years. The LSPS has six infrastructure and collaboration priorities and items 1,2,3 and 6 are all directly related to this Strategy.

Sutherland Shire Integrated Transport Strategy

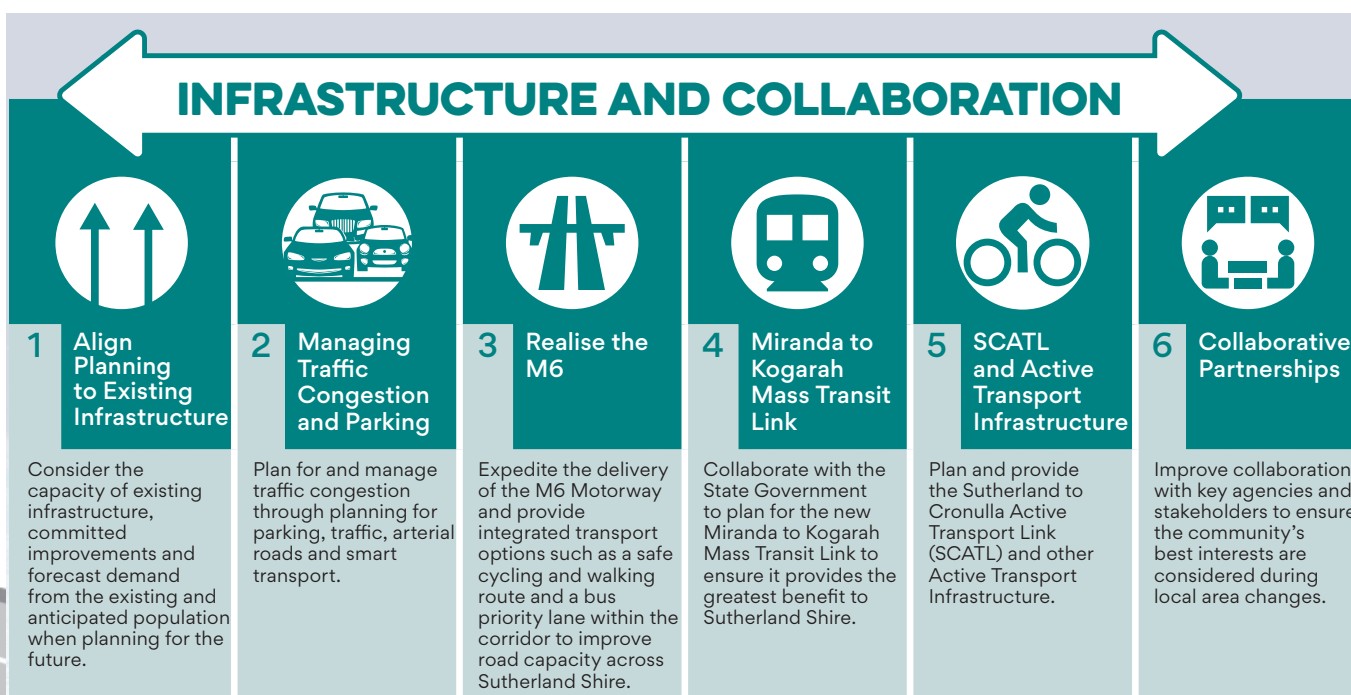
Sutherland Shire Council adopted an Integrated Transport Strategy in 2020 to enable a long-term plan to be put in place to guide actions in this important aspect of our community's lives.

The Integrated Transport Strategy was built upon extensive community engagement undertaken between 2017 and 2019 and highlighted areas of improvement the community were seeking. There were four areas identified in the strategy:

- Parking
- Active Transport
- Roads & Freight
- Public Transport.

Based on their significant roles in transportation in the Sutherland Shire, Council has developed individual, interrelated strategies and implementation plans for each of these four areas.

Accordingly, whilst it is important that it recognises the importance of private, car-based transport, roads and freight strategy must also be consistent with and supportive of our other transport strategies to achieve a sustainable transport system. In conjunction with improvements to the active and public transport networks, roads and freight strategy and policy can help to reduce car dependency and achieve the objectives and benefits of increased usage of these alternative modes of transport.



From ideas to action

These ‘Supporting Documents’ form a suite of strategic management documents (plans) that demonstrates how Council moves from ‘Ideas to Actions’.



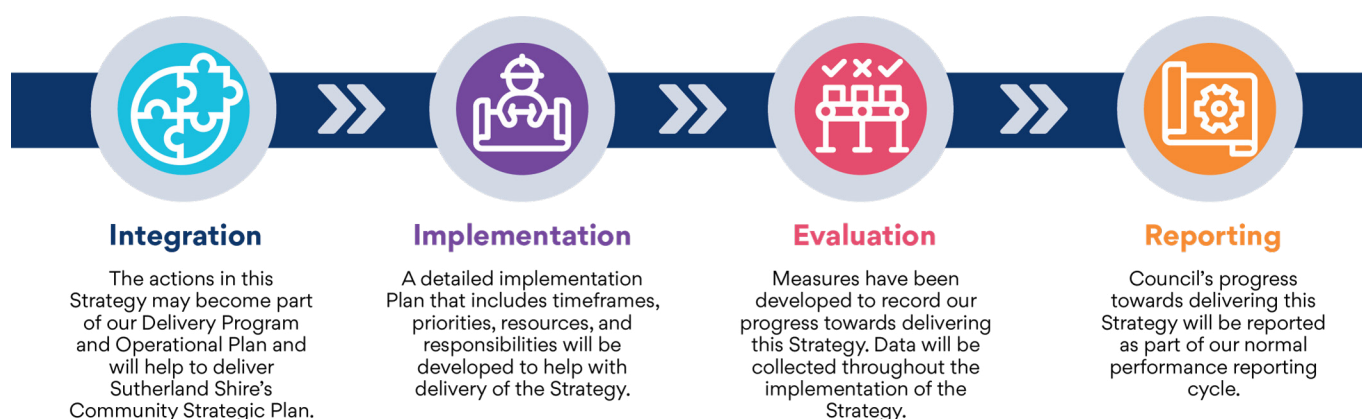
Integration with other supporting documents

Council's Plans and Strategies work together to make Sutherland Shire a liveable place for all people. The Parking Strategy expands on the “connected community supported by balanced development creating liveable high quality environments” aspects of the Community Strategic Plan and sits alongside several intersecting and ‘supporting documents’.

Roads and Freight Strategy is closely linked to the following Supporting Documents:

- Active Transport Strategy
- Parking Strategy
- Public Transport Strategy
- Public Domain Strategy
- Economic Development Strategy
- Housing Strategy (draft)

Delivering the strategy



Integration

Strategic actions identified within this Strategy may be included in the four-year Delivery Program and annual Operational Plans, supporting our delivery of Sutherland Shire's Community Strategic Plan. Unfunded strategic actions will be considered as part of the annual planning process.

Implementation

The delivery of the Strategy will be guided by the Implementation Plan. The Implementation Plan sets out a program of actions for each of the Focus Areas and includes timeframes, responsibilities and resources required.

Evaluation

Monitoring and evaluating our delivery of the Strategy will be ongoing. We will use a range of methods to help us measure the Strategy's outcomes. These methods may include transport usage data, community and customer satisfaction surveys, focus groups and case studies.

Reporting

We will report on the delivery of this Strategy in the following ways:

- Twice Yearly reporting to Council
- Occasional reporting via social media and Our Shire newsletter
- Major review in 2027 prior to development of the next ITS and Roads and Freight Strategy.

Resourcing

Many of the actions in this Strategy will not require additional funding and will be included as part of our everyday work. Some may include reviewing the way we work and looking at how existing resources are being used. Some actions will require additional funding, and these will be considered as part of Council's annual budget and planning process.

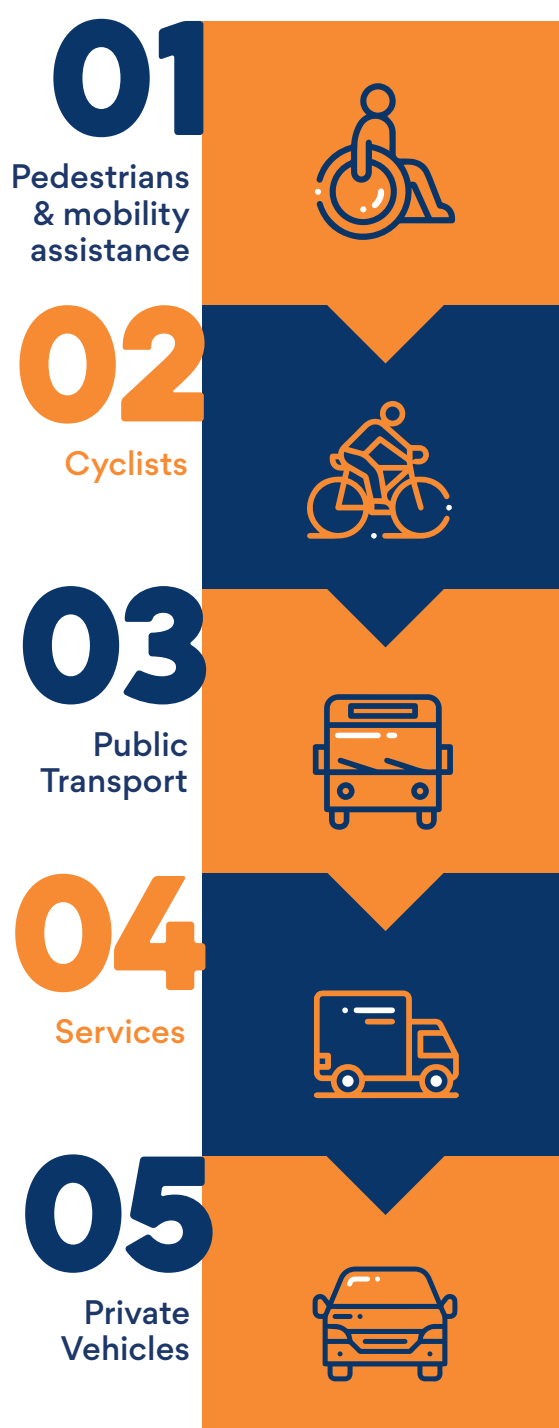
Advocacy

The largest changes to the road network in Sutherland Shire have been and will continue to be delivered by the NSW Government. A Transport Advocacy Plan (to be developed ref: 3.1) will provide clarity on the priority and level of engagement with the Government and its agencies as these projects progress and the needs of the community change. All advocacy actions will be covered under this Plan.

Council manages a finite amount of road, kerbside and footpath space, each with important and different considerations for competing modes of transport and/or user groups. A balance is required in the allocation and distribution of road space; however, when conflicting demands arise, they are resolved generally in accordance with the following frameworks.

Road user space allocation

Whilst there may be some differences from centre to centre the following is typical and represents a general order of consideration to be followed in the planning for and allocation of road user space in and around our town centres:



Consultation

There has been considerable engagement with the community on traffic management. In May 2019, as part of the Integrated Transport Strategy, Council undertook a two-staged community engagement program that included two forums and an online survey. Around 730 responses were received. 77% of the survey participants indicated a car was essential, while 64% stated there were too many cars. This disassociated thinking summarised as “my car is transport; your car is traffic” is a driver mindset extending beyond Sutherland Shire.

In the 2021 Community Satisfaction Survey, undertaken as part of the preparation for the 2022 Community Strategic Plan, traffic management issues again figured prominently as the second most frequently raised issue behind overdevelopment. How people feel about traffic congestion affects how they feel about the other services Council provides.

The 2021 Survey looked at two issues covered by this Strategy: traffic management and the condition of the local road network. Issue importance and satisfaction scores were as follows:

Service / Facility	Community Importance		
	2018	2021	Metro LGA Benchmark
Overall condition of the local sealed road network	91%	90%	90%
Neighbourhood traffic conditions/management	91%	✗ 86%	88%
Service / Facility	Community Satisfaction		
	2018	2021	Metro LGA Benchmark
Overall condition of the local sealed road network	71%	✓ 77%	74%
Neighbourhood traffic conditions/management	52%	✓ 68%	72%

In relation to improving satisfaction to match importance, the two issues represent a priority for the whole organisation as can be seen below:

Service Area	Service / Facility	Importance	Satisfaction	Performance Gap (Importance - Satisfaction)
Connected and Collaborative Community Leaders	Long-term planning for Sutherland Shire	90%	70%	20%
Our places and spaces	Neighbourhood traffic conditions/management	86%	68%	18%
Connected and Collaborative Community Leaders	Council works in the best interest of the community	87%	72%	15%
Neighbourhood traffic conditions/management	Overall condition of the local sealed road network	90%	77%	13%

The 2021 community satisfaction survey asked what the top priority issues were for Sutherland Shire in the next ten years. Relevant to this Strategy were the following responses:

- Managing traffic congestion 32% (2nd)
- Management of roads/road infrastructure and maintenance 15% (4th).

Addressing congestion from apartments being built.

Road and parking congestion is really bad so there needs to be more focus on getting it less congested.

Improving traffic flow in the LGA



Objectives and measures

We aim to:	We will track our progress against:
Balance efficient movement of people and goods with increased demand for better amenity, safety, public place presentation and liveability within our town centres and suburbs.	<ul style="list-style-type: none"> Community satisfaction and place-score surveys.
Maintain effective road safety programs to encourage better driving behaviour within Sutherland Shire.	<ul style="list-style-type: none"> Data on serious crashes. School participation rate in programs.
Establish decision-making frameworks and review and develop policy and guidelines around local road corridors to provide greater certainty and consistency in their management. Plan ahead and develop and maintaining good relationships and partnerships with key government and community stakeholders.	<ul style="list-style-type: none"> Community satisfaction surveys and number of customer requests.
Ensure freight is efficiently transported across Sutherland Shire in manner which preserves the amenity of the residents.	<ul style="list-style-type: none"> Number of heavy vehicle complaints received each year.
Advocate for priority in delivery of NSW Government projects to improve efficiency and safety in the road network in Sutherland Shire.	<ul style="list-style-type: none"> Progress in advancing projects.

Our community at a glance

The demographic profile of our community is changing, and this affects how our roads are used and what is most needed. Councils strategic approach to roads and freight will be guided according to current and future needs. The following changes are anticipated by 2036.



Population
230,903

↑↑ +12%
by 2036

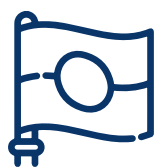
Population over 60
57,188

↑↑ +15%
by 2036



Youth (15-24)
26,974

↑↑ +11%
by 2036



Aboriginal
or Torres
Strait
Islander
1.2%



Living
with
disability
5%



Linguistically
diverse
14%



Overseas born
19%



↑↑ +13%
by 2036

Dwellings
90,988

Households with children
47%

↑↑ +10%
by 2036

Lone person households
22%

↑↑ +20%
by 2036



Rental
households
22%



Gross
Regional Product
\$14.18b



Total businesses
22,779



Unemployment rate
3.1%

Drivers of change

Planning for future roads and freight demand needs to be agile to respond to various emerging trends, challenges, and opportunities:

Transport and land-use planning

Across all levels of government, a range of strategies, policies and guidelines have been established to identify and address the key drivers of change affecting transport, freight, and land use planning. These include the following:

- The World Health Organisation's **Global Plan; Decade of Action for Road Safety 2021-2030** targets a 50% reduction in road traffic deaths and injuries via an integrated Safe System Approach.
- Transport for NSW's **Future Transport Strategy** sets the direction for the future of mobility in NSW, with a vision to deliver safe, healthy, sustainable, accessible, and integrated passenger and freight journeys. The Roads and Freight Strategy directly aligns to the initiatives and actions that the State Government has committed to.
- The NSW **Government's Movement and Place Framework**.
- The Australian Government's **National Housing Accord** and the NSW's Government's **housing targets** seek to locate more diverse and well-located homes in areas with existing infrastructure and transport capacity.

Environmental strategy and policy

As active members of the Resilient Sydney and Global Covenant of Mayors on Climate and Energy programs, Sutherland Shire Council is working towards a low-emission and climate-resilient future by adopting the emissions reduction target to be net zero by 2030 (council) and 2050 (community). This is in keeping with:

- The United Nations' **Sustainable Development Goals**
- The NSW **Climate Change Policy Framework**
- The NSW **Clean Air Strategy 2021-30**.



SUTHERLAND SHIRE'S POPULATION IS FORECAST TO GROW TO 266,000 PEOPLE BY 2036.

Population growth and demographics

Sutherland Shire's population is forecast to grow by 25,500 people to 266,000, a quarter of which will be aged over 60 years, by 2036. This change in demographics and the increase of major centre densities will increase demand for all modes of transport and pressure on existing roads. All levels of government and the community will need to work together to manage these demands in a safe, efficient, and sustainable manner.

Technology

Awareness and adaptability to emerging changes in technology will help shape future transport systems, for example:

- The advent of autonomous (driverless) vehicles, fuel-efficiency standards, and transition from internal-combustion engines to hydrogen and electricity technology will influence the nature of our transport systems and our driving practices and design.
- Younger generations, being more open to mode shift via the use of the latest supporting technology.
- Advent of artificial intelligence (AI) and increased sharing of data allowing real-time understanding and management of disruptions, journey times and routes, and road safety.

Road construction costs

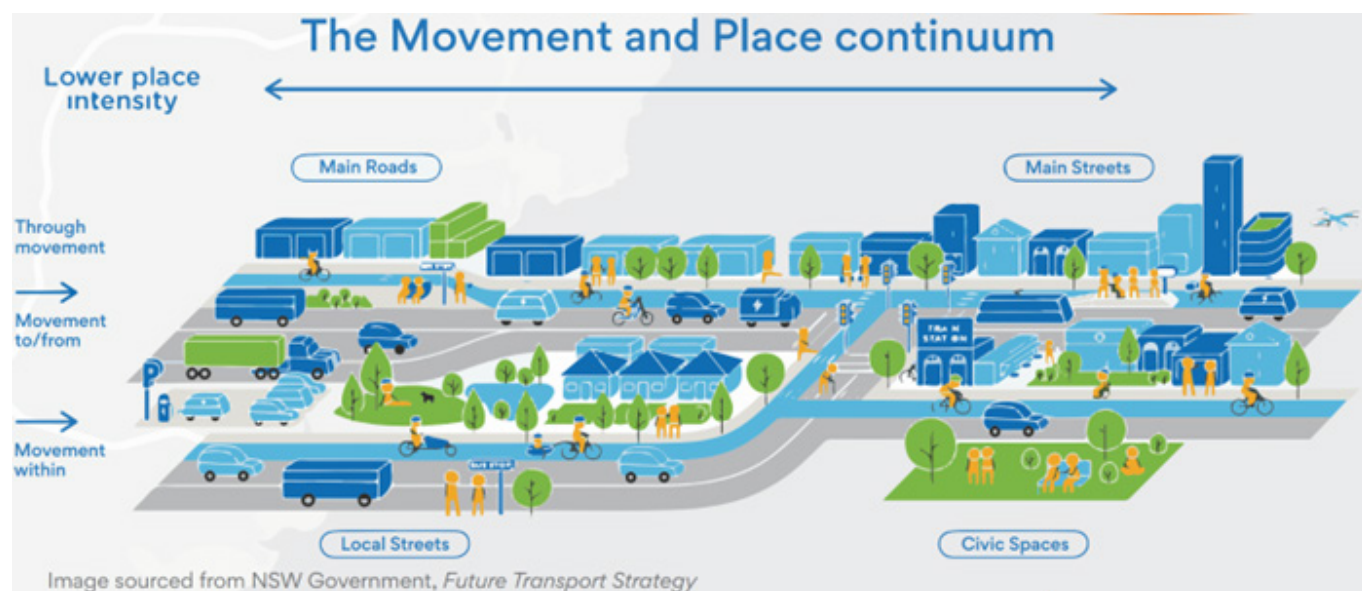
The shortage of skilled labour, high labour costs and increasing material costs, and availability of quality road-making materials will impact on the future management of roads.

Workplace location

The concept of workplace has changed as a result of the work from home and social distancing measures arising from the Covid-19 pandemic. These have impacted the use and behaviours of our transport system with use of private vehicles contributing to increasing road congestion. Medium-term transport-planning analysis will be required to determine extent and stability of these changes.

Movement and place

The NSW Government's **Movement and Place Framework** vision is to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places. Where the function of roads was primarily focused on the movement of vehicles and goods, the application of movement and place principles recognises some roads as opportunities to create places with good amenity, and healthy environments that encourage people to spend time in places, shop, dine and exercise.



AREA OF FOCUS

Road safety



The safety of road users is a paramount consideration under this Strategy. Opportunities should be regularly explored to minimise road trauma injuries in the road network across Sutherland Shire in aiming to meet the NSW “Towards Zero” target, using the safe system approach.

This approach is underpinned by these principles:

-
- People are human and sometimes make mistakes – a simple mistake shouldn’t cost anyone their life.
-
- Roads, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
-
- Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.
-

Initiatives to ensure safer roads, speeds, people and cars need to be implemented together so the road system not only keeps us moving, but safe and protected.

IMPLEMENTATION ACTIONS		Delivery stream	Collaboration	Funding	Year					
					23	24	25	26	5 Yrs +	On going
1.1	Safe roads									
1.1.1	Advocate for expeditious delivery of solutions to address road safety issues with the TfNSW State Road system in Sutherland Shire, as identified in its Road Network Plans, including the duplication of Heathcote Road and New Illawarra Road	■		Funded						X
1.1.2	Investigate and develop safety upgrades for Captain Cook Drive and prioritise implementation	■		Unfunded			X	X		
1.1.3	Investigate and develop safety upgrades for Bundeena Drive and prioritise implementation	■		Unfunded			X			
1.1.4	Investigate and identify traffic safety works for inclusion in a four-year rolling program: <ul style="list-style-type: none"> in response to requests from the community; and proactively, on an area-wide basis. 	■		Funded		X	X	X	X	X
1.1.5	Advocate for the expeditious provision of Centre for Road Safety crash data and investigate the potential use of crash data from other sources to supplement Centre for Road Safety crash data	■		Funded		X				
1.1.6	Provide compliant street lighting at all pedestrian crossings via a prioritised four-year rolling program within ten years	■▲		Unfunded		X	X	X	X	X
1.1.7	Advocate for safety upgrades at Farnell Avenue, Audley Weir, Sir Bertram Stevens Drive, Lady Wakehurst Drive, and McKell Avenue	■		Funded		X				X
1.1.8	Develop a five-year Road Safety Plan to outline Council's initiatives to support the NSW Government's 'Towards Zero' goal	■		Funded	X					
1.1.9	Review Council's risk assessment framework with respect to road safety projects	■	★	Funded		X				

■ Traffic & Public Domain Services
▲ Assets Strategy & Delivery
● Waste Services
★ Enterprise Risk & Assurance

◆ Fleet & Logistics
▲ Comms & Engagement
✦ Public Safety & Lifeguards
† IM&T

♥ Strategic Planning
□ Property Services

IMPLEMENTATION ACTIONS		Delivery stream	Collaboration	Funding	Year					
					23	24	25	26	5 Yrs +	On going
1.2	Safe speeds									
1.2.1	Consult with the community for improved safety measures in High Pedestrian activity Areas in Bundeena, Cronulla, Engadine, Jannali, Kirrawee and Sutherland centres	■	▲	Funded			X	X	X	
1.2.2	Advocate for improved measures to monitor and enforce speed limits along local roads	■		Funded						X
1.2.3	Expand Council's speed-check signage network by: <ul style="list-style-type: none"> installing permanent signs at the road entrances to, Alford's Point, Bonnet Bay, Bundeena, Illawong (east), Kangaroo Point, Kurnell, Maianbar, Sandy Point, Woronora Heights and Woronora (south); deploying an increased number of trailer-mounted signs to other key areas in a rotational basis. 	■ ▲	◇	Unfunded			X	X		
1.3	Safe people									
1.3.1	Facilitate community road safety campaigns and events that aim to prevent crashes from occurring on roads within Sutherland Shire, in accordance with the Road Safety Plan (to be developed ref. 1.1.9) eg: <ul style="list-style-type: none"> Youth and learner drivers Motorcyclists Pedestrians and cyclists Anti-speed campaigns Safety around schools. 	■	△	Funded	X	X	X	X	X	X
1.4	Safe vehicles									
1.4.1	Operate a free child restraint checking service to improve the safety of vulnerable road users and promote road safety awareness	■		Funded	X	X	X	X	X	X

■ Traffic & Public Domain Services
▲ Assets Strategy & Delivery
● Waste Services
★ Enterprise Risk & Assurance

◇ Fleet & Logistics
△ Comms & Engagement
⚡ Public Safety & Lifeguards
† IM&T

♥ Strategic Planning
□ Property Services

AREA OF FOCUS **Movement**

2



To facilitate through policies and infrastructure the efficient movement of people and goods across the road network in Sutherland Shire. Traffic congestion is seen by the community as one the key issues for Council to address. The reality is Council at best can only reduce the rate of increase of traffic volume related congestion not substantially reduce it and certainly not eliminate it.

IMPLEMENTATION ACTIONS Unfunded actions are shown in red		Delivery stream	Collaboration	Funding	Year					
					23	24	25	26	5 Yrs +	On going
2.1 Efficiency										
2.1.1	<p>Advocate for the delivery of the M6 motorway, between Taren Point and Loftus subject to:</p> <ul style="list-style-type: none"> A construction method that retains minimum 80% of existing open space within the corridor where practical; Compensatory open space from the NSW State Government for anything less. Inclusion of multi-modal transport options. 	■	♥	Funded	X	X	X	X	X	X
2.1.2	<p>Investigate and identify pinch points works for inclusion in a four-year rolling program:</p> <ul style="list-style-type: none"> in response to requests from the community; and proactively, on an area-wide basis. 	■	▲	Funded		X	X	X	X	X
2.1.3	<p>Investigate the viability of:</p> <ul style="list-style-type: none"> additional vehicular rail overpasses and town centre bypasses in Caringbah, Jannali and Sutherland; and grade separation for pedestrians in Cronulla Street at Cronulla Railway Station. 	■	▲	Unfunded		X	X	X	X	X
2.1.4	<p>Advocate for further pinch point works in the TfNSW road network in Sutherland Shire, including on local side roads</p>	■		Funded		X	X			
2.1.5	<p>Evolve the Summer Transport Management Plan to better manage traffic/parking demand at and around beachfronts, boat ramps, public reserves and National Parks</p>	■	** ▲	Funded	X					X
2.1.6	<p>Develop a prioritised four-year rolling program to construct parking hardstands in roads with roll-top kerb</p>	■	▲	Funded				X	X	X

■ Traffic & Public Domain Services
▲ Assets Strategy & Delivery
● Waste Services
★ Enterprise Risk & Assurance

◆ Fleet & Logistics
▲ Comms & Engagement
** Public Safety & Lifeguards
† IM&T

♥ Strategic Planning
□ Property Services

IMPLEMENTATION ACTIONS Unfunded actions are shown in red		Delivery stream	Collaboration	Funding	Year					
					23	24	25	26	5 Yrs +	On going
2.1 Efficiency (continued)										
2.1.7	Advocate for and support the development of enforceable green-travel and traffic management plans for all schools increasing student numbers	■	▲	Funded		X	X	X	X	X
2.1.8	Identify future road-widening acquisition needs and reflect this in future LEPs, DCPs and Developer Contribution Plans	■	♥ □ ▲	Funded			X	X		

- Traffic & Public Domain Services
- ▲ Assets Strategy & Delivery
- Waste Services
- ★ Enterprise Risk & Assurance

- ◆ Fleet & Logistics
- ▲ Comms & Engagement
- ✦ Public Safety & Lifeguards
- † IM&T

- ♥ Strategic Planning
- Property Services

IMPLEMENTATION ACTIONS	Delivery stream	Collaboration	Funding	Year						
				23	24	25	26	5 Yrs +	On going	
2.2 Freight										
2.2.1	Assess current impacts and identify and implement measures to manage heavy vehicle trip growth, including load limits through residential precincts	■	▲	Funded				X	X	X
2.2.2	Review Council's adopted position of restricting road access to higher mass limit (HML) vehicles	■	▲	Funded			X			
2.2.3	Support Wollongong City Council and other councils in advocacy for completion of the Maldon-Dombarton freight railway line to Port Kembla	■		Funded			X			
2.3 Movement and place										
2.3.1	Identify and plan for traffic and transport works required in association with high density precinct developments consistent with the principles of a 'movement and place' framework	■	▲♥	Funded			X	X	X	X
2.3.2	Develop Transport Plans for prioritised town centres including the review of: <ul style="list-style-type: none"> active and public transport networks; freight routes; movement of traffic; and place making, consistent with the principles of a 'movement and place' framework 	■		Unfunded			X	X	X	X
2.4 Technology										
2.4.1	Develop and adopt a public land electric vehicle charging policy	■	▲♥	Funded		X				
2.4.2	Develop an inventory of non-public roads within Sutherland Shire and take action, including advocacy for legislative change, to progressively transfer ownership to Council	■	† □	Funded			X			

■ Traffic & Public Domain Services

◆ Fleet & Logistics

♥ Strategic Planning

▲ Assets Strategy & Delivery

▲ Comms & Engagement

□ Property Services

● Waste Services

⚡ Public Safety & Lifeguards

★ Enterprise Risk & Assurance

† IM&T

AREA OF FOCUS

Partnerships

3

Determine key relationships for the success of this Strategy to manage road safety and efficient movement of people and goods in the road network.

While Council has a significant role in the provision and traffic management of local roads across Sutherland Shire there are a number of functions outside its control. Building strong working relationships with agencies such as Transport for NSW and NSW Police will assist Council in achieving the outcomes of this Strategy.

IMPLEMENTATION ACTIONS	Delivery stream	Collaboration	Funding	Year					
				23	24	25	26	5 Yrs +	On going
3.1 Develop and adopt a Transport Advocacy Plan to outline Council's position and initiatives to advocate for improvements to the Government's transport network	■	▲ TfNSW	Funded	X					
3.2 Promote an effective working relationship with TfNSW via regular meetings at a senior staff level	■	TfNSW	Funded		X				X
3.3 Advocate for public release of TfNSW business cases for roads and freight projects	■	♥ TfNSW	Funded		X				
3.4 Develop a community engagement policy for local traffic and parking proposals	■	▲	Funded		X				
3.5 Advocate for a higher standard of road maintenance and asset renewal to improve the safety and amenity of the TfNSW road network	■	▲	Funded						X
3.6 Apply to TfNSW for the Classification of Captain Cook Drive, The Boulevard and President Avenue to State Roads		■	Funded		X				
3.7 Identify and prioritise collaboration opportunities with TfNSW and adjacent councils to manage shared transport opportunities	■		Funded			X	X	X	X

- Traffic & Public Domain Services
- ▲ Assets Strategy & Delivery
- Waste Services
- ★ Enterprise Risk & Assurance
- ◆ Fleet & Logistics
- ▲ Comms & Engagement
- ✳ Public Safety & Lifeguards
- † IM&T
- ♥ Strategic Planning
- Property Services

Appendix A: Service standards

Quality

New road construction work

New road construction work will be built to meet current standards and in accordance with the Public Domain Design Manual and Public Domain Technical Manual.

Kerbed roads

Roads adjoining non-built-up areas will generally remain without kerb and gutter.

Council will not expand its public road network to homes not currently accessible due to cost/benefit and environmental considerations.

Sustainability

Council will continue to explore and use innovative treatments, including the use of recycled materials, to build and maintain roads in a sustainable manner.

Safety

Crash analysis

Road crashes will be reviewed on an annual basis, to identify locations for mitigation works.

Intersection controls

Intersection controls will be provided to address safety and/or traffic flow improvements, based on best industry practice. Changes will be evidence based, in accordance with current standards for safety and function. Upgrades will be prioritised on risk.

Local Area Traffic Management

Traffic calming will be considered under the advice of the Local Traffic Committee in the following circumstances:

- On a route basis, in response to evidence of traffic crashes related to driver speed, where there is a net benefit to the safety of the community.

- In conjunction with precinct plans, in areas of high pedestrian activity, to help provide a self-enforced low speed environment.
- On an area-wide basis, where evidence of traffic crashes and excessive traffic speeds exist.

Street lighting

New street lighting will be provided as per the service standard contained in the Public Domain Strategy.

Pedestrian crossings

TfNSW has established criteria for pedestrian facilities, including pedestrian and vehicular volumes. The following pedestrian facilities will be considered for installation:

- Pedestrian refuges – at sites where traffic volumes exceed the TfNSW criteria, but pedestrian volumes do not.
- Pedestrian crossings – at sites generally where pedestrian and traffic volumes meet TfNSW criteria. Raised pedestrian crossings will be preferred.
- Midblock signalised pedestrian crossings – at sites that meet TfNSW criteria.
- Signalised pedestrian crossings will be provided on each approach of a signalised intersection, subject to TfNSW approval.

Education

Council will undertake road safety education programs and events under TfNSW's Local Government Road Safety Program.

Function and capacity

New roads

New roads, such as town centre bypasses and additional railway crossings, will be considered based on evidence of sound traffic modelling, feasibility, impacts, benefits and risks where other less costly options are exhausted.

Council does not propose to build a bypass and/or one-way movement around Cronulla centre. These options are not viable for the life of this Strategy.

Intersection controls will be provided to address safety and/or traffic flow improvements, based on best industry practice. Changes will be evidence based, in accordance with current standards for safety and function.

Developer contributions

Where appropriate, developer contributions will be used to fund local and regional transport infrastructure to manage associated growth.

Road widening

Existing roads will be considered for widening if the design no longer meets their functional hierarchy. The roads hierarchy adopted will be the IPWEA standard:

[IPWEA Road Hierarchy posterA3.pdf](#)
(higherlogicdownload.s3.amazonaws.com)

Active and public transport

In recognising that alternatives to using private motor vehicles provide safer, more efficient use of transport corridors, active and public transport options will be promoted in accordance with the Active Transport Strategy and Public Transport Strategy.

Engagement

Council projects

Engagement with the community will be consistent with the standards in Council's Community Engagement strategy. The size and sensitivity of the project will generally be reflected in the extent and level of engagement with stakeholders and the community.

Government projects

Council will continue to advocate for government agencies to undertake transparent and value-added community engagement on all major projects, in accordance with Council's Transport Advocacy Plan (to be developed ref. 3.1).

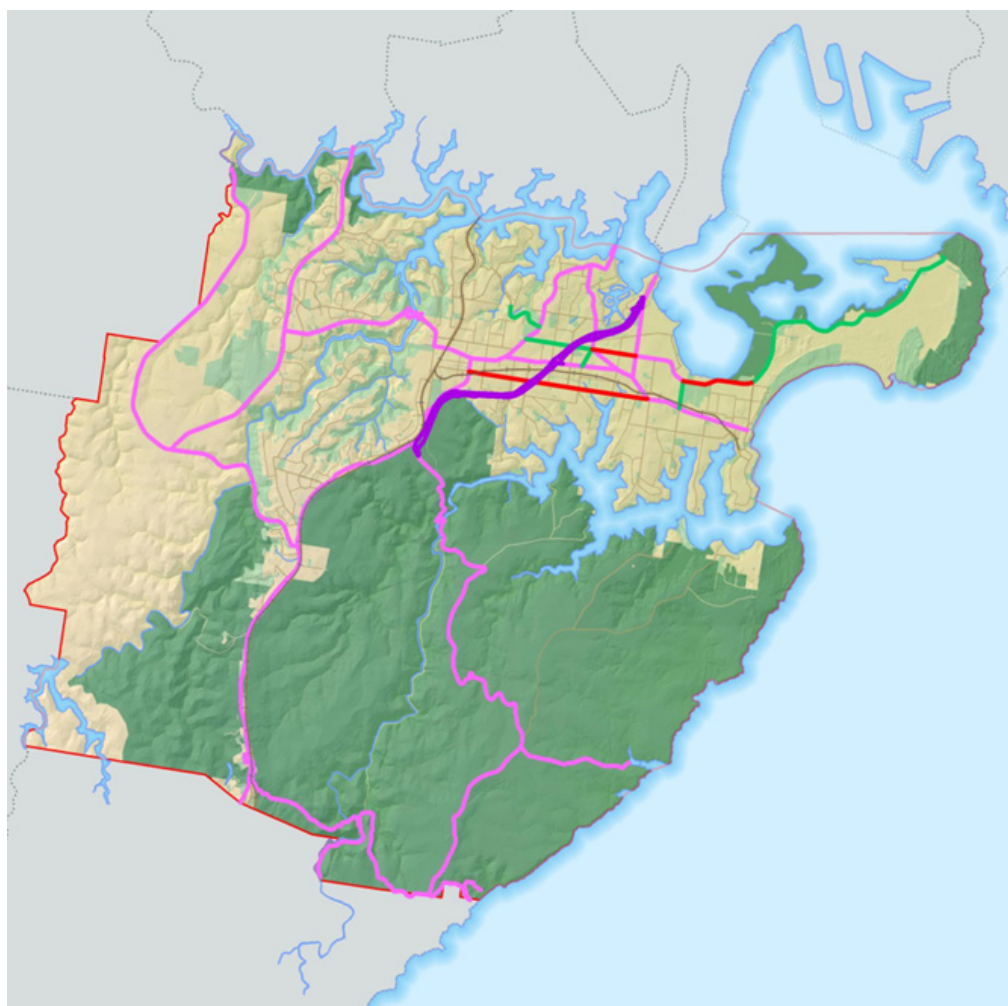


Figure 1: Transport for NSW road corridors in Sutherland Shire

Appendix B: **References**

*Sutherland Shire Council Integrated Transport Strategy:
[Informing Strategies and Plans - Sutherland Shire Council \(nsw.gov.au\)](#)*

*TfNSW Future Transport 2056:
[Future Transport Strategy | Future Transport \(nsw.gov.au\)](#)*



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SUTHERLANDSHIRE

