

REPORTS TO COUNCIL - ITEMS FOR INFORMATION

10.2 Jerrabomberra Traffic Campaign - Project Update (Ref: ; Author: Duff/de Jongh)

File Reference: 104869

Recommendation

That the report be received for information.

Report

Council was awarded \$2 million under the 'Investing in Our Communities Program' for the Jerrabomberra Traffic Campaign project.

The program is funded by the Commonwealth Department of Infrastructure, Transport, Regional Development, Communication and the Arts. This project was reported to Council on 24 July 2024 (**Resolution No 350/24**).

An original project scope was determined through meetings with representatives from the Jerrabomberra Residents Association (JRA), previous project consultations and other feedback from the Jerrabomberra Community.

The original scope focused on Edwin Land Parkway between Jerra Circle and Numeralia Drive/Stringybark Drive intersections. The aim was to support and promote active transport between both sides of Jerrabomberra by slowing vehicles in the focus area with the following components of work:

1. Replacement of the current roundabout at Edwin Land Parkway, Numeralia Drive and Stringybark Drive with traffic signals.
2. Installation of a pedestrian fence (or similar) at the western end of Edwin Land Parkway between Jerrabomberra Circle and the existing pedestrian crossing.
3. Installation of at least two pedestrian walk signs on approach to the existing crossing.
4. Installation of at least two flashing slow down, pedestrian crossing warning signs at each approach to the mid-block crossing point.
5. Introduction of speed cushions on Edwin Land Parkway between the two roundabouts.

Further traffic analysis was completed (speed, crash data and pedestrian activity) together with cost estimation of the proposed treatments.

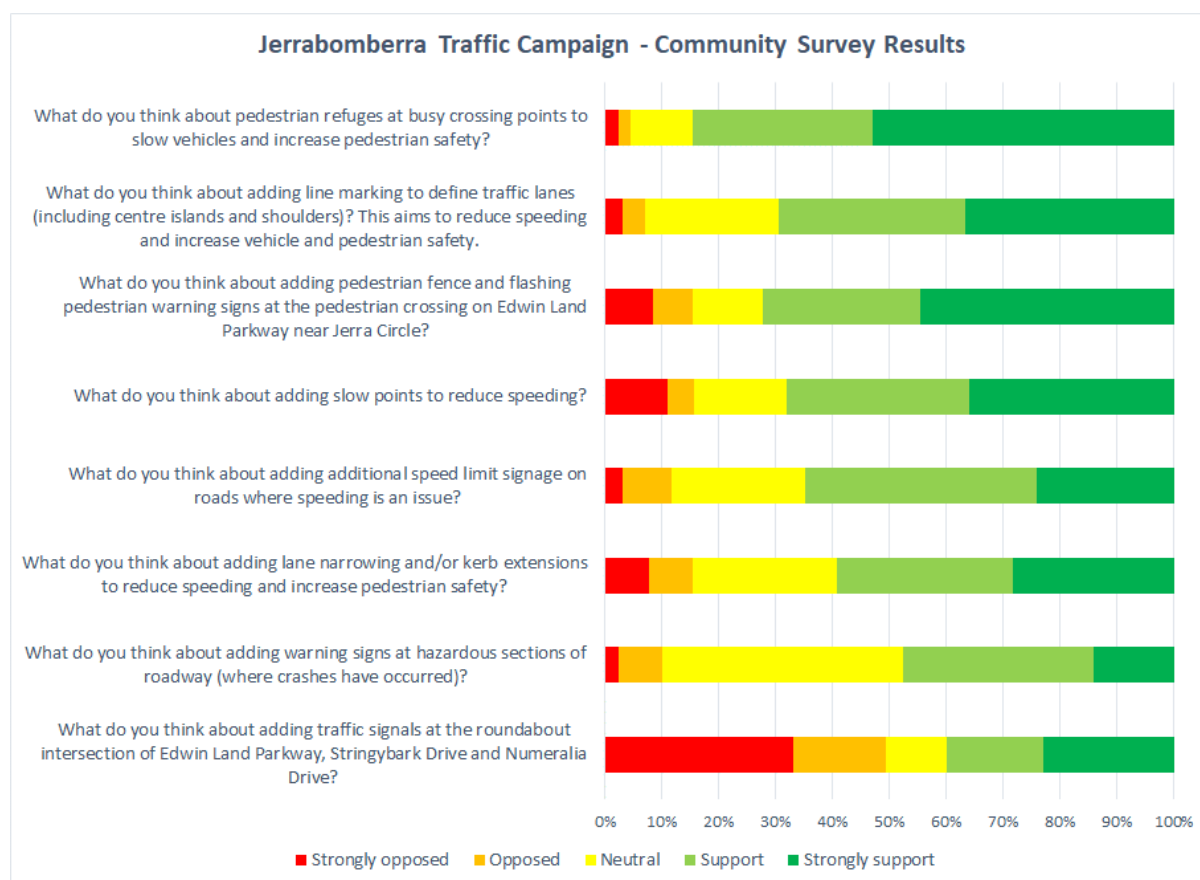
A key risk item identified was whether the entire scope could be delivered within the \$2M budget. A specialist consultant was engaged to develop concept designs and bill of quantities to inform more accurate costs for the Edwin Land Parkway location. The estimate returned \$3.2M just for traffic signals, far exceeding the total available project budget.

Analysis of the existing traffic also determined that the intersection would perform better for vehicles in its existing roundabout configuration as opposed to traffic signals. Based on existing traffic and pedestrian volumes, the intersection does not meet TfNSW criteria for traffic signals

Alternative scopes of work were then identified to address concerns raised in the community with vehicle speed within the suburb. Proposed treatments for Local Area Traffic Management (LATM) were proposed as per the Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

10.2 Jerrabomberra Traffic Campaign - Project Update (Ref: ; Author: Duff/de Jongh) (Continued)

A list of these alternatives, as well as the original scope was put out on public consultation via YourVoice from 20 August 2024 to 18 September 2024. The results of the community survey are summarised in the following figure.



Most options received positive feedback from the community. The traffic signals at the intersection of Edwin Land Parkway, Stringybark Drive and Numeralia Drive were opposed by more submissions than those that supported them.

Follow up meetings were held with representatives from the JRA on 19 July and 25 October 2024 to discuss the outcomes of the community consultation and scope assessment.

As a result of analysis of the original scope and alternatives, as well as consultation with the community and in principle support from JRA representatives, the following scope revision is now proposed for the Jerrabomberra Traffic Campaign:

1. Traffic signals should not be pursued at the intersection of Edwin Land Parkway, Stringybark Drive and Numeralia Drive. This is because the signals cannot be constructed within the project budget, do not meet the warrants (criteria) for vehicle or pedestrian traffic, are opposed more than supported by the community and do not improve traffic flows at the intersection under current or future traffic scenarios.
2. Safety improvements should be made to the pedestrian crossing on the eastern leg of the Edwin Land Parkway, Stringybark Drive, Numeralia Drive roundabout. This is expected to include enlarging the splitter island on the roundabout, providing a pedestrian crossing through the splitter island with pedestrian holding rails.

**10.2 Jerrabomberra Traffic Campaign - Project Update (Ref: ; Author: Duff/de Jongh)
(Continued)**

3. The existing pedestrian crossing on Edwin Land Parkway near Jerra Circle should be improved by installing pedestrian fence (or similar), installing pedestrian walk signs and flashing slow down signs on approach to the existing crossing.
4. Local Area Traffic Management treatments should be assessed at appropriate locations on the street network throughout Jerrabomberra. The strategy for proposed treatments includes consideration for the following:
 - a. Separation opportunities between the vulnerable road user (pedestrians and cyclists) and cars by:
 - i. Well defined lanes centralised in the road pavement.
 - ii. Kerb extensions.



Figure 1: Example kerb extensions.

- b. Midblock pedestrian refuges, both with and without kerb extensions, defining lanes and providing crossing points that minimise time that a pedestrian is on the road at the following locations:
 - i. Edwin Land Parkway – near Adina Court.
 - ii. Brudenell Drive – between Stringybark Drive and Acacia Drive.
 - iii. Halloran Drive – near Jerrabomberra Hill Road.
 - iv. Bicentennial Drive – between Mariners Court and Forest Drive (South).
 - v. Stringybark Drive – near Iron Bark Circuit.
 - vi. Bicentennial Drive – near Nicholii Loop.
 - vii. Brudenell Drive – between Walker Crescent (East) and Gabriel Avenue (East).

10.2 Jerrabomberra Traffic Campaign - Project Update (Ref: ; Author: Duff/de Jongh) (Continued)



Figure 2: Example midblock pedestrian refuge island.

- c. Pedestrian refuge islands and kerb extensions located at intersections that both narrow and separate the lanes with horizontal chicane type structures. The works will also provide refuges for pedestrians to cross. Proposed locations are:
 - i. Bicentennial Drive and Brudenell Drive.
 - ii. Brudenell Drive and Stringybark Drive.



Figure 3: Example pedestrian refuge islands and kerb extensions at intersection.

- d. Line marking to delineate road median and shoulders (in conjunction with lane narrowing and kerb extensions where appropriate) on the following roads:
 - i. Limestone Drive from Halloran Drive to Jerra Circle.
 - ii. Brudenell Drive from Jerrabomberra Parkway to Stringybark Drive.
 - iii. Waterfall Drive from Bicentennial Drive to Tamarind Place.
 - iv. Halloran Drive from Carolyn Jackson Drive to Limestone Drive.
 - v. Halloran Drive from Limestone Drive to Unwin Avenue.
 - vi. Brudenell Drive from Stringybark Drive to Bicentennial Drive.
 - vii. Carolyn Jackson Drive from Laneway to Halloran Drive.
 - viii. Stringybark Drive (entire length).
 - ix. Halloran Drive from Unwin Avenue to Numeralia Drive.
 - x. Numeralia Drive (entire length).

**10.2 Jerrabomberra Traffic Campaign - Project Update (Ref: ; Author: Duff/de Jongh)
(Continued)**

- e. Slow points at the following locations:
 - i. Morella Avenue (between Uralba Court and Elouera Court).
 - ii. Waterfall Drive (near Teak Place).



Figure 4: Example slow point.

- f. Warning signs where warranted:

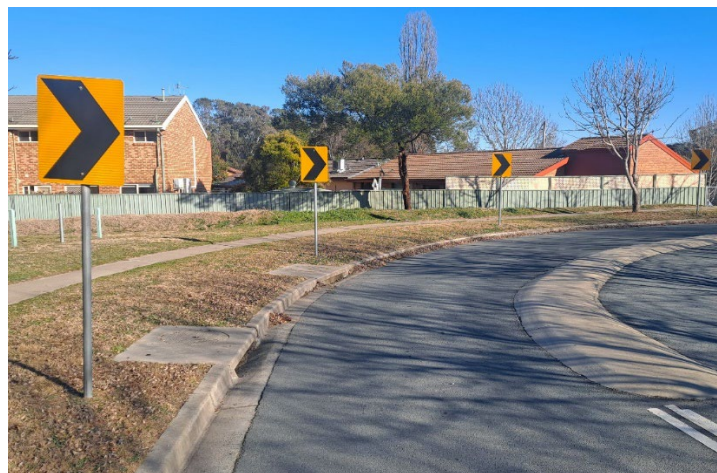


Figure 5: example warning signs

The next steps and timeline are summarised below:

1. Variation to funding body advising proposed change in scope – January 2025
2. Design and prioritisation of alternative solutions within \$2m budget – February 2025
3. Final review of proposed scope of work with JRA – March 2025
4. Report to Council confirming the final scope of work – April 2025
5. Construction procurement – May 2025
6. Commence work on site – June 2025
7. Estimated completion – Late 2025

Council staff will continue to consult with residents who may have treatments implemented near their properties once designs have been developed for the revised scope. The wider community will also be informed of the works prior to construction.

Attachments

Nil