

Installation of pedestrian facilities in Bodalla

Fact sheet

May 2022

Project overview

Transport for NSW is planning to install new pedestrian facilities on the Princes Highway in Bodalla, near Gannons Point Road, opposite the Bodalla Dairy.

The proposed work would include:

- an extended kerb to improve visibility of pedestrians and highway users
- a pedestrian refuge to create a safer location for pedestrians to cross the highway
- installation of No Stopping signs southbound on the Princes Highway
- the footpath will be extended to the south on the northbound side of the highway
- drainage improvements on the Princes Highway to improve the resilience and safety of the network.

Diagram of the planned pedestrian facilities.



Current position

Following community concerns about the location, safety and parking impacts of the pedestrian facility, Transport for NSW has paused construction and extended discussions with the community.

This document provides an overview of the planned pedestrian facility and responds to questions raised by the community.

Have Your Say

You can provide your support for the pedestrian facility to be constructed in its current form by completing the poll found by scanning the QR Code Below



Your feedback is important to the future direction of this project. It will help determine if the project continues.

It is important to note that the project must be completed by 30 June under the funding guidelines. If there is significant community opposition to the project in its current format, Transport will not progress the project. No alternative options are available.

The poll can also be accessed at <https://princeshighway.nsw.gov.au/tfnsw/phu/map>

Feedback closes Monday, 16 May 2022.

Project background

Why are we wanting to install this pedestrian facility?

During busy periods such as the weekend or holidays, it can be difficult for pedestrians to safely cross the Princes Highway and access shops and services in Bodalla. Since 2015, Transport (previously known as Roads and Maritime Services), has been exploring the possibility of installing pedestrian facilities in Bodalla to improve pedestrian safety and accessibility when crossing the Princes Highway. This has been done in conjunction with Eurobodalla Shire Council.

Transport has committed to achieving the goal of zero deaths and serious injuries on NSW roads. To do this, as an organisation we have adopted a 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

This is a proactive design philosophy which looks to mitigate the risks and impacts of crashes before they happen rather than responding to crash data and community concerns following an accident.

What are the benefits of the proposal?

The proposed installation location would:

- allow pedestrians to cross one lane of the Princes Highway at a time, reducing risk to them and other road users.

- encourage traffic to slow down as they approach a key crossing point for pedestrians in the area. This would also be achieved through additional signage on the Princes Highway warning road users of the upcoming pedestrian facility.

Proposed design

Why is the pedestrian facility planned for this location?

This pedestrian facility location was selected as it:

- is a central location providing a safe crossing point near Bodalla's key landmarks and businesses
- aligns with Austroads guidelines and was identified as Transport and Council's preferred location during the project development process.

Why do we need this facility if there haven't been any crashes?

Transport is committed to achieving the ultimate goal of zero deaths and serious injuries on NSW roads. To do this, we have adopted a Safe System approach.

This is a proactive design to mitigate against potential injuries and loss of life in the area rather than respond once a crash has occurred.

According to the *Austroads Guide for Road Design, in particular part 4 Figure 8.1*, pedestrian refuges are generally used:

- where it is difficult for pedestrians to cross the full width of a roadway in one stage
- to enable the pedestrian to stand safely in the middle of the roadway and cross one direction of traffic at a time.

This location meets these criteria.

Is the location safe? Is the facility on a blind corner?

The location of the facility has adequate line of sight and stopping distances in both directions.

All calculations for line of sight and stopping distances have been done for a vehicle speeding through the area at 60 km/h instead of the posted 50 km/h speed limit. This has been validated against Austroads guidelines as well as Transport's Technical Directions.

The location of the pedestrian facilities align with the following guidelines:

- *Austroads Guide to Road Design (AGRD) Part 4 Section 8 Pedestrian Crossings and AGRD Part 4A Section 3.3 Pedestrian Sight Distance Requirements.*
- *TfNSW Technical Direction TD11/01a Pedestrian Refuges.*

Why does parking need to be taken?

Following community feedback last year, the pedestrian facility was redesigned to reduce the impact on parking.

The original design impacted around 12 parking spaces in both the northbound and southbound direction. The current design significantly reduces the impact on parking to six spaces on the southbound lanes only.

It should be noted that any installation of a new pedestrian facility would require removing parking to allow a safe crossing point for pedestrians.

Consultation to date

Timeline of consultation

Transport is committed to engaging with the community to ensure that projects provide a genuine benefit to the area.

Date	Action
March 2021	Transport contacted nearby businesses to offer meetings to discuss proposed crossing features and location.
April 2021- June 2021	Meetings took place with nearby businesses to outline their concerns regarding the project's location, design and significant impact on parking.
July 2021	A meeting with Transport and Eurobodalla Shire Council representatives to discuss the facility design and community concerns. It was agreed at this meeting that the project should be paused to review the design and address community feedback further.
March 2022	After a redesign and collaboration with Eurobodalla Shire Council, a new design was made available that addressed community feedback, including: <ul style="list-style-type: none">• the inclusion of a pedestrian refuge• the restoration of parking spots on the northbound lane.

	The location of the crossing is determined to be safe and in line with Transport guidelines.
14 April 2022	A door knock of nearby businesses was carried by Transport and Eurobodalla Shire Council representatives.
29 April 2022	Following concerns raised by the community, project construction was paused to allow additional community discussions to take place.
9 May 2022	A community drop-in session is held in Bodalla to showcase the preferred design and discuss concerns with the community.

How did community and council feedback change the design from 2021?

Following discussions with nearby business owners and Eurobodalla Shire Council in 2021, the following changes were made to the design:

- pedestrian island refuge was added
- Princes Highway centreline shifted north (towards the dairy side) to facilitate the construction of the pedestrian island refuge
- kerb blisters on the dairy side were reduced in width to reduce the impact on parking
- the kerb blisters on the southern side (pub side) were removed and the pedestrian ramp was integrated with the existing footpath creating a wider pathway for pedestrians. This change allowed the parking spots on this side of the road to be restored.

Alternative options

Why can't the preferred design be taken further north or further south?

Transport has investigated moving the pedestrian refuge further north towards Wiltshire Lane and further south near Gannons Point Road. Both options are not viable. Both options would also still impact parking.

The preferred design cannot be moved further north towards Wiltshire Lane as it would restrict motorists' ability to turn in and out of Wiltshire Lane as well as remove significant parking from the northbound lane.

The facility cannot be moved further south as the Princes Highway narrows due to Gannons Point Road. If the facility was moved south it would be unsafe for pedestrians, not allow heavy vehicles to safely pass through the facility and would have extreme parking impacts on both the Princes Highway and Gannons Point Road.

Was a roundabout considered as part of this design?

A roundabout was not considered as part of this project as it is not required to manage traffic at the intersection as volumes do not warrant it, and it also does not meet the project objective - to deliver a safe pedestrian facility for Bodalla that does not impact vehicle movement on the Princes Highway following completion.

Although a roundabout could be considered in the future as a potential intersection treatment, there are many negative impacts that would need mitigation including:

- property acquisition to facilitate a roundabout large enough to allow heavy vehicles to safely pass through it.
- significantly more expenditure than the allocated project budget
- significant construction timeframe
- heritage impacts
- potential for even more parking losses than the current proposed pedestrian facility design in order to meet Austroads guidelines surrounding roundabouts.

Next steps – Have Your Say

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If you have any questions, please contact the project team on 02 8265 6524 or Southprojects@transport.nsw.gov.au