

CM13.4. Precinct Speed Zone Reviews - Draft Stakeholder Engagement Plan

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CONFIDENTIAL	No		
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Purpose of Report

The purpose of this report is to seek endorsement for the Stakeholder Engagement Plan in relation to the Precinct Speed Zone Reviews (see Attachment 1).

Background

On 11 June 2024, the Precinct Speed Zone Reviews Report was presented to Council detailing proposed speed zone reviews for Thurgoona, Lavington and Albury (see Attachment 2). Council moved the motion that:

- a. *Council endorse the development of a Stakeholder Engagement Plan to undertake Community Consultation regarding the proposed precinct speed reviews; and*
- b. *following Community Consultation, a report detailing the outcomes and the options moving forward be presented to Council.*

The developed Stakeholder Engagement Plan outlines how the community will be informed and consulted on the topic of road safety and speed zones in the Albury LGA. The results will be used to prepare a report to present to Council prior to submitting to Transport for NSW (TfNSW) for consideration.

Issues

Community consultation completed during the development of *MOVE: The Integrated Transport Strategy* (MOVE) identified that our community wants lower speed limits to make the city more walkable and enjoyable. Action 3.5, which outlined a review of speed zones in built up areas, is to be undertaken in accordance with the NSW Movement and Place Framework.

Transport for NSW (TfNSW) is the sole responsible authority for the management and review of speed zones in NSW. Council has no power in this space and can only advocate for changed speed limits through TfNSW's "Speed Limits – Have Your Say" website, the same as any community member.

When a submission is received through this portal, TfNSW undertakes a Speed Zone Review in accordance with the NSW Speed Zoning Standard. This standard sets out principles and technical information for reviewing, determining, and implementing speed zones on NSW public roads. It

ensures that speed limits are set to promote the safe and efficient movement of people and goods and facilitate people-centred environments and connect places.

Many factors are considered when setting speed limits. These include crash history, crash risk, road characteristics (alignment, lane width and access points), road function, roadside development, traffic characteristics, at-risk locations and the presence of vulnerable road users.

The NSW Speed Zoning Standard states that speed limit reviews should not focus on isolated sections of roads. The adjoining road network shall be taken into account to enable a route and precinct-based approach to speed zoning. This approach minimises speed limit changes along a route or within a precinct and supports a self-explaining road environment by having a consistent set of speed environments, where changes in the posted speed limit match the immediate roadside environment.

Many roads in Albury such as Wodonga Place, Hume, Young and Mate Streets, as well as Waugh, Urana and Wagga Roads were built to cater for highway traffic, with four lanes and speed limits of 60kmph or higher. Other roads such as Logan Road, Kaitlers Road, Union Road and Hague Street maintain a 60kmph posted speed limit, despite being residential streets, with approximately 10 driveways every 100m. In Thurgoona both residential and commercial zones are surrounded by 80kmph roads, which results in vehicles entering and exiting these estates at speed.

As such, it was determined that these roads required review by TfNSW in accordance with the NSW Speed Zoning Standard. Prior to advocating to TfNSW, feedback from the community will be sought regarding the appropriateness of these existing speeds, and any relevant road safety concerns.

Engagement

The NSW Speed Zoning Standard states that "Undertaking a speed zone review presents an opportunity to educate the community about safe speeds, why they are important and how safe speeds fit within the broader context of the Safe System and Movement and Place Framework. Well managed engagement and planned communications can influence positive behaviours which are essential for speed zone changes and the broader success of speed management across the State".

Engagement will therefore be completed in line with both the *NSW Speed Zoning Standard* and *Engaging Albury Implementation Plan*. A detailed Stakeholder Engagement Plan (see Attachment 1) has been developed which details that the engagement involves two phases as follows:

- **Phase 1:**
Inform the community about road safety practices with a series of posts via Council social media channels. Road safety messaging will provide context for Phase 2.

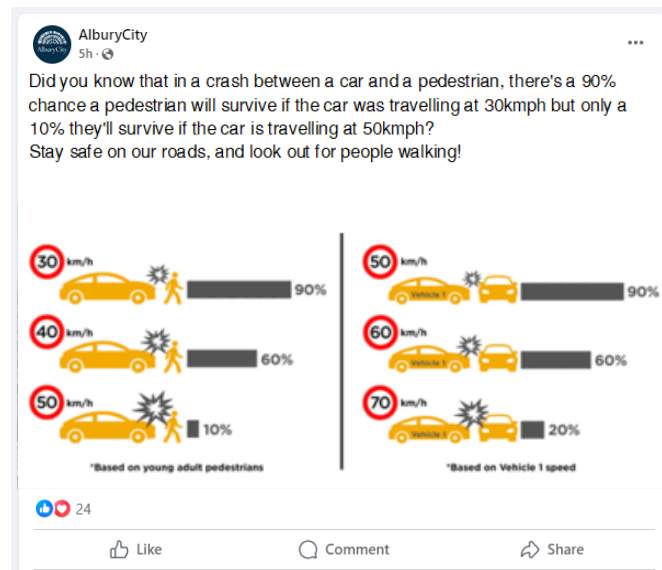


Figure 1: example of social media post to be used in Phase 1.

- **Phase 2:**

Consult the community regarding appropriate speed limits for major roads within the LGA. The community will be invited to participate in an online survey on our 'Have Your Say' platform that will enable them to provide feedback on as few or as many identified streets as they would like.

This survey will be launched such that it coincides with a face-to-face event to be held in the Thurgoona CBD for the Thurgoona CBD Transport Improvement Project. The Stakeholder Engagement Plan for this project is also included in this agenda and discusses how the Thurgoona Community will be engaged relating to planned transport improvements within the Thurgoona CBD; a precinct inclusive of the commercial facilities along Thurgoona Drive from Shuter Avenue to Diamond Drive. Thurgoona residents will be provided with postcards containing QR codes that can be scanned to take people to the Have Your Say page. As the speed zone review does not just relate to roads in Thurgoona, these postcards will also be placed in key areas in the Albury and Lavington CBDs.

The proposed layout of the survey is included in the attached Stakeholder Engagement Plan. The questions follow the below format:

1. Which street would you like to comment on
2. Select your primary relationship to this street
3. Select a speed limit for that street based on provided information on that street
4. Free text question for open feedback
5. Would you like to comment on another street
6. Repeat the above as required

It is not recommended to undertake a community face-to-face workshop for the speed zone review specifically, as it may set unrealistic expectations that Council has ownership or control over speed limits in NSW.

The streets included in the Speed Zone Review are spread across the entire Albury LGA and are shown in the list below:

- Borella Road, Schubach Street to Drome Street
- Clarke Street, David Street to Macauley Street
- Creek Street, full length
- David Street, Hume Street to Wilson Street
- Dean Street, Thurgoona Street to Young Street
- Elizabeth Mitchell Dr, Thurgoona Drive to Riverina Highway
- Elizabeth Street, full length
- Englehardt Street, full length
- Fallon Street, Garland Ave to Elizabeth Mitchell Drive
- Gogoll Lane, Hardware Lane to Griffith Road
- Hague Street, Urana Road to Kaitlers Road
- Hardware Lane, Griffith Road to Gogoll Lane
- Hume Street, Wodonga Place to Young Street
- Kaitlers Road, Hague Street to Wagga Road
- Kerr Road, Hopwood Road to Thurgoona Drive
- Kiewa Street, Hume Street to Bungambrawatha Creek
- Logan Road, Burrows Road to Waugh Road
- Mate Street, North Street to Swan Street
- Mate Street, Swan Street to Fiveways
- Mitchell Street, full length
- North Street, Young Street to Mate Street
- Olive Street, Hume Street to Wilson Street
- Reserve Street, full length
- Riverina Highway, Drome Street to Table Top Road
- Smollett Street, Padman Drive to Wodonga Place
- Smollett Street, Wodonga Place to Young Street
- Stanley Street, full length
- Swift Street, full length
- Table Top Road, Cambridge Drive to Brooklyn Drive
- Table Top Road, Thurgoona Drive to Riverina Highway
- Thurgoona Drive, Table Top Road to Litchfield Drive
- Thurgoona Street, Smollett Street to Wyse Street
- Townsend Street, Hume Street to Dean
- Union Road, Bralgon Street to Turner Street
- Union Road, Buna Street to Bralgon Street
- Union Road, Burrows Road to Buna Street
- Urana Road, Breen Street to Griffith Road
- Urana Road, Griffith Road to Fiveways
- Victoria Street, full length
- Wagga Road, Fiveways to Kaylock Road
- Wagga Road, Kaylock Road to Vickers Road
- Waugh Road, Tarakan Street to Union Road
- Waugh Road/David Street, Geroge Street to Tarakan Street

- Wilson Street, Kiewa Street to Young Street
- Wodonga Place, Smollett Street to Dean Street
- Wodonga Place, Ebdon Street to Smollett Street
- Young Street, Hume Street to North Street

The attached Speed Zone Review Stakeholder Engagement Plan provides further details surrounding methods, and timeframes, for the engagement process.

The results of the community engagement will be collated and summarised, with a report to be presented to council in April 2025 for decision. Following endorsement by Council requests for speed zone reviews on the relevant road sections will be submitted to Transport for NSW for their consideration.

Risk

- **Business Risk** – There were no risks identified.
- **Corporate Risk** – There is risk to Council's image if community feedback is not sought prior to submitting a request to TfNSW for the review of speed zones in the Albury LGA.
- **WHS and Public Risk** – There is risk to public safety if speed limits on identified roads are not reviewed against the NSW Speed Zoning Standard.
- **Environmental Risk** – There is risk to the environment by not investigating and developing solutions to promote and encourage alternative transport modes. Seeking a TfNSW review of identified roads in the LGA will improve safety for all road users and encourage uptake of active transport which will in turn reduce carbon emissions of the Albury transport sector.
- **Delivery Program Risk** – Without endorsement of the Stakeholder Engagement Plan and ultimately a submission to TfNSW for a speed zone review, *MOVE* action 3.5 will not be completed in the nominated timeframe therefore hindering other dependent Actions of *MOVE*.

Options

1. Endorse the Stakeholder Engagement Plan for the Precinct Speed Zone Review.
Recommended, or
2. Seek amendments to the Stakeholder Engagement Plan for the Precinct Speed Zone Review.
Not Recommended.

Conclusion

In line with the *Engaging Albury Implementation Plan*, community engagement will be undertaken as per Council's recommendation.

Upon completion of the community engagement a further report detailing the results will be presented to Council for endorsement to then submit to TfNSW for review.

Recommendation

That Council endorse the Stakeholder Engagement Plan for the Precinct Speed Zone Review.

Attachments

1. Stakeholder Engagement Plan (DOC24/242788).
2. Precinct Speed Zone Reviews - Council Meeting Agenda - 11 June 2024 (DOC24/132158).