

**Questions Taken on Notice
by
Shellharbour City Council
on
13 September 2013**

**Inquiry into tourism in local communities - General Purpose
Standing Committee No 3 - Legislative Council - NSW Parliament**

Question:

- 1 Does Council have any modelling of how progressing the Albion Park Rail Bypass would positively impact traffic volumes and serviceability on local roads (including what would become of the "old Princes Highway" through Albion Park Rail) at times of peak tourism activity (such as summer, start and finish of school holidays, Good Friday, Easter Monday and Boxing Day)?**

Council's TRACKS Transportation Land Use Planning Model shows that construction of the Albion Park Rail (M1) Bypass would reduce average weekday traffic (AWT) volume on the existing route by 35,000 vehicles per day. This results in an AWT of approximately 10,000 vehicles per day on the existing highway.

Generally Council does not model "holiday peak" traffic volumes as standard design guidelines indicate that the design volume is taken as the 30th highest daily volume, for the design period (year). However it is expected that during the holiday peak all through traffic would use the Albion Park Rail Bypass as there would be no benefit using the existing route given the numerous traffic signals and much lower speed limit.

It has been reported that holiday peak volumes at certain times have reached 80,000 vehicles per day. Assuming that 70,000 of this is through traffic, construction of the Albion Park Rail Bypass would significantly reduce congestion and improve local accessibility on the existing highway corridor, not only during the holiday peaks but more importantly 24 hours a day, 7 days a week.

The following information from the SEATS project application may also assist.

Benefit Cost Analysis Traffic modelling existing/proposed, VPD, peak volumes, heavy vehicles, estimated growth

Analysis recently undertaken as part of the Illawarra State Infrastructure Contributions study identifies substantial traffic growth. The estimated traffic volume is 72,000 AADT in 2026 - up from 50,000 AADT in 2006. The SIC has identified Stage one of the project (Yallah Interchange to Illawarra Highway, Macquarie Rivulet necessary buy this with all stages necessary for completion by 2031.

Vehicle operating costs Fuel by type of vehicle, speed, stop start, operating cost.

Operating costs \$/day	Existing Princes Highway	Freeway Upgrade	Upgrade savings
Total Vehicle Operating Costs	\$1,672,094	\$1,637,762	\$34,332

Source Council's TRACKS Land Use Transportation Model (Note: full Wollongong and Shellharbour network comparison)

Time Costs Travel time, vehicle occupancy, value of travel time

Travel time costs \$/day	Existing Princes Highway	Freeway Upgrade	Upgrade savings
Total In Vehicle occupants time cost	\$4,561,799	\$4,443,881	\$117,918

Source Councils TRACKS Land Use Transportation Model (Note: full Wollongong and Shellharbour network comparison)

Crash Costs Fatal, injury, property damage

Accidents costs \$/year	Existing Princes Highway	Freeway Upgrade	Upgrade savings
Link	\$583,066,048	\$569,385,792	\$13,680,256
Intersection	\$353,157,344	\$332,908,224	\$20,249,120

Source Council's TRACKS Land Use Transportation Model (Note: full Wollongong and Shellharbour network comparison)

Question:

- 2 Has Council measured and analysed what costs it incurs by way of additional services during peak tourism periods, such as waste collection, compliance patrols (Rangers) and amenities building cleaning. That is, has Council ever done a *non-resident impact assessment* for these peak tourism periods?**

Waste Collection

The traditional peak tourism period is 22 December - 9 February 2013 where Council increases its services in the main areas of the foreshore and commercial business areas to five (5) days (Monday, Wednesday, Friday, Saturday and Sunday) per week. This will incur an additional \$7,211.68 this year bringing the monthly total to \$28,322.51, an increase of 34%.

Last year the attendance in Council's parks and reserves increased from 9 February through to 30 March 2014. To cover this increase in the waste generated, Council will decrease to 4 (four) days per week incurring an additional \$5,178.60 bringing the monthly total to \$26,289.43, an increase of 24.5%.

This year the budgeted amount for the waste collection of street bins was \$253,330.00. With the increase in the number of services ensuring clean and visually pleasing recreational areas for people to enjoy the amount will increase to \$304,561.19 an increase of \$51,231.19.

To offset this increase Council will be reviewing the number of services between February and June 2013.

Amenities Cleaning

Council cleaning staff rosters are changed to accommodate peak periods (eg December/January). The roster is changed to enable an additional cleaner to be working a full day duty. At times additional staff are used on a casual part day duty for bigger events. Ideally an additional 2 staff would be utilised to undertake additional cleaning to a preferred standard during the Dec/Jan period. This would equate to an additional 50% of staff.

Rangers

Although Council does see an influx of visitors during this period, and ultimately a few more complaints relating to camping etc, it does not allocate extra resources and are not stretched to a point where it would need to do so.

Question:

3 What is the youth unemployment rate in the Shellharbour City LGA?

There is no data available for youth unemployment available by LGA after the 2011 census.

Furthermore, DEEWR's Employment Project Officer for the Illawarra Priority Employment Region reports that: 'Sadly, there is no reliable data for youth unemployment at LGA level post the 2011 Census. There isn't a well hidden repository of timely and accurate figures on youth unemployment at LGA level.

Even ABS Labour Force Survey data for youth for the combination of Wollongong and Shellharbour LGAs are quite imprecise and great care is needed in interpreting them as changes over time may well be spurious or largely so'.

Appendix 1 contains a document that summarises the most accurate figures available. Determined using the .id info

APPENDIX 1

What is the youth unemployment rate for Shellharbour LGA?

Youth unemployment rate

The unemployment rate of youth for 2013 is not available specifically for Shellharbour LGA. Data are available for the Wollongong, Shellharbour and Kiama LGAs. The average youth (15-24 years) unemployment rate for Wollongong, Shellharbour and Kiama is 13.2% (July 2012 - July 2013). This has been increasing every month for the past six months.

2011 Census Data

In 2011, Albion Park Rail - Croom had the highest proportion of youth unemployment in Shellharbour City.

Unemployed people in this category are defined as those aged 15-24 who, in the week prior to Census night, did not have a job but were actively looking for and available to start work.

Unemployed persons aged 15-24, 2011 Shellharbour City - Enumerated

	Number	Total labour force aged 15 to 24	Percent %
Albion Park - Rural West	205	1,340	15.3
Albion Park Rail - Croom	184	688	26.7
Barrack Heights	99	499	19.8
Blackbutt - Shellharbour City Centre	48	285	16.8
Flinders	75	395	19.0
Lake Illawarra	44	216	20.3
Mount Warrigal	90	403	22.3
Oak Flats	99	589	16.8
Shell Cove - Dunmore	42	339	12.5
Shellharbour - Barrack Point	61	389	15.7
Warilla	98	430	22.8
Shellharbour City	843	5,339	15.8
Regional NSW	24,796	191,582	12.9
Illawarra SA4	3,674	23,306	15.8
New South Wales	66,344	520,260	12.8
Australia	213,812	1,754,032	12.2

Analysis

In 2011, 15.8% of Shellharbour City's labour force aged 15 to 24 years was classed as unemployed compared to 12.9% in Regional NSW.

While Shellharbour City had a higher rate of unemployment in the 15 to 24 year age group, it is important to note that this varied across the City. Proportions ranged from a low of 12.5% in Shell Cove - Dunmore to a high of 26.7% in Albion Park Rail - Croom. The five areas with the highest unemployment rates were:

- Albion Park Rail - Croom (26.7%)
- Warilla (22.8%)
- Mount Warrigal (22.3%)
- Lake Illawarra (20.3%)
- Barrack Heights (19.8%)

Youth engagement rate

The 2011 Census data show that 76.3% of 15-19 year olds in Shellharbour LGA were fully engaged in work or study. Further details are presented in the table below.

Youth Engagement (15-19 years) in Work/Study Shellharbour LGA **YOUTH (15-19 years) ENGAGEMENT IN** **WORK/STUDY**

Working full-time & studying part-time (%)	4.4
Working part-time & studying part-time (%)	1.3
Working part-time & studying full-time (%)	17.4
Working full-time (not studying) (%)	7.3
Studying full-time (not working) (%)	45.6
Working full-time & studying full-time (%)	0.4
Fully engaged (%)	76.3
Total - aged 15-19 years (no.)	4,803