MINUTES OF THE CITY OF WOLLONGONG TRAFFIC COMMITTEE MEETING HELD
30 JULY 2008
Report of Acting Manager Infrastructure (MW) 1/08/08 SU25591

PRECIS
The Minutes of the City of Wollongong Traffic Committee meeting held 30 July 2008 are attached.

RECOMMENDATION
In accordance with the powers delegated to Council by the Road Transport (Safety and Traffic Management) Act 1999 and the Roads Act 1993, as outlined in the RTA document “A guide to the Delegation to Councils for the Regulation of Traffic – including the operation of Traffic Committees” -

1. The Minutes and Recommendations of the City of Wollongong Traffic Committee in relation to traffic facility matters be adopted.

2. Appropriate persons and Departments be advised of Council’s decisions.

FINANCIAL IMPLICATIONS
Items 1 to 25 recommend Council arrange the installation of road signs or line marking to address road safety issues. These recommendations will be funded using the Block Grant delivered to Council by the RTA in recognition of Council’s commitment to fulfil the delegated authority to manage local roads under the Road Transport (Safety and Traffic Management) Act 1999. These road sign and line installations will occur shortly after endorsement by Council.

Items 26 to 29 recommend Council approve Road Closures for road works or events by independent parties. All closures of Council controlled roads must be approved by Council prior to the applicant being able to control traffic on these roads. All Road Closures and Traffic Management Plans, other than for Council Events, are to be funded by the applicant and implemented at no cost to Council.

Items 30 to 33 recommend the construction of Traffic Facility Designs such as speed humps and roundabouts. These projects will be added to Council’s Traffic Facility Priority List and will be constructed using Council’s annual funding allocation for Traffic Facilities. Due to the number of projects requiring funding and the limited funds for these facilities, these will be constructed as competing priorities permit.

Those items listed as ‘Informal’ are for Council information only. They represent items where no Council Delegated Authority is required and there are no financial implications to Council.

All other headings have been considered but are not relevant.
ITEM 18

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<thead>
<tr>
<th>Name</th>
<th>Position Title</th>
<th>Date</th>
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<tbody>
<tr>
<td>Matthew Windebank</td>
<td>Traffic Engineer</td>
<td>4/8/08</td>
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<tr>
<td>Glenn Whittaker</td>
<td>Acting Manager Infra</td>
<td>14/8/08</td>
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<td>Sue Baker-Finch</td>
<td>Executive Manager</td>
<td>14/8/08</td>
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<tr>
<td>David Farmer</td>
<td>General Manager</td>
<td>18/8/08</td>
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This report provides Administrators with all the relevant information and is correct at the time of writing. This information has been relied upon in preparing the report and its recommendations. Signed by:

ATTACHMENTS

1. Minutes of City of Wollongong Traffic Committee Meeting held on 30 July 2008
WOLLONGONG CITY COUNCIL

INFRASTRUCTURE DIVISION (STRATEGY & PLANNING)

TRAFFIC, TRANSPORT AND ROAD SAFETY SECTION

MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE

WEDNESDAY 30 JULY 2008.

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council but a Technical Committee of the Roads and Traffic Authority. The Committee operates under the authority conferred to Council by the RTA under the Transport Administration Act 1988.

Council has been delegated certain powers, from the RTA, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only.

- The members are representatives of the NSW Police Service, the Roads and Traffic Authority, the Local State Member of Parliament (for the location of the issue to be voted upon), and a representative of Wollongong City Council.

- If the RTA or NSW Police Force disagree with any Traffic Committee recommendation, or Council’s resolution on any Traffic Committee recommendation, that member may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council’s resolution. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

IMPORTANT NOTE:

The elected Council can only recommend that:

1  The Traffic Committee recommendation be adopted.
2  The Traffic Committee recommendation not be adopted.
3  The Traffic Committee reconsider this issue.

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<td>26 August 2008</td>
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Wollongong City Council
# CITY OF WOLLONGONG TRAFFIC COMMITTEE MINUTES

## FORMAL ITEMS
(UNDER RTA DELEGATED AUTHORITY)

### MATTERS ARISING

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26 WOONONA  Campbell Street between Princes Hwy and Thompson Street  Northern Distributor works
27 TOWRADGI  Various  Wollongong off Road
28 WOLLONGONG  Crown Street between Harbour Street and Marine Drive  WIN Entertainment Centre
29 DAPTO  Various  Southern Stars 27-30/8/08

DESIGN MATTERS

30 TOWRADGI  Pioneer Road  Footpath design
31 WOLLONGONG  Cliff Road Bourke Street to Harbour Street  Proposed traffic and pedestrian facilities
32 CORRIMAL  Auburn/Miller St intersection  Sight distance, speed
33 HORSLEY  Parkdale Ave/Horsley Dr, Woodridge  Proposed intersection treatments

INFORMAL ITEMS
(TRAFFIC ENGINEERING ADVICE ONLY)

1 STANWELL TOPS  Lawrence Hargrave Drive  Gutter
2 WOONONA  Northern Distributor Extension – Park Road  No Right Turn
3 CORRIMAL  Pioneer Road  Speeding
4 BALGOWNIE  The Parkway/Brokers Rd  Stop Sign
5  Market/Church Sts  Interference with marked foot crossing
6 PORT KEMBLA  Old Port Road  Downies Bridge
7  Military Road  Pedestrian crossing – request for lighted sign
8 WARRAWONG  Northcliffe Dr/Illawarra St/Shellharbour Road intersection  Right turn arrows
MINUTES
CITY OF WOLLONGONG TRAFFIC COMMITTEE
WEDNESDAY 30 JULY 2008

Present:
Matthew Windebank (Chairman) Wollongong City Council
Andy Gaudiosi Roads & Traffic Authority
Snr Const Luke McPhie NSW Police Force
Sunny Brailey Bus & Coach Association
Alf Whiddett Representing Noreen Hay MP, Paul McLeay MP and
Lylea McMahon MP
Les Dion Bus & Coach Association

Apology:
Kevin Brown NSW Police Force
Ian Hunt Representing David Campbell MP

MATTERS ARISING
TOWRADGI
1 Elliotts Road – sight distance exiting Aldi driveway
Item 10, 19 March 2008.

The City of Wollongong Traffic Committee at its meeting held 19 March 2008 considered correspondence received regarding traffic congestion in Elliotts Road around the Aldi carpark to the lights on the Princes Highway.

With the new shopping centres opening the writer suggests that the Highway and two major side roads in Fairy Meadow become permanent kerbside clearways, including moving the taxi rank and giving a clear access lane to the Woolworths and Aldi carparks.

The Traffic Committee recommended -
a) No Stopping restrictions be installed on the southern side of Elliotts Road from the Princes Highway to Grafton Street.
b) S1 lane markings be installed on the approach to the Princes Highway intersection.
c) Council officers be requested to investigate the relocation of the Bus Zone and Taxi Zone.

Further concerns have been raised regarding sight distance when exiting Aldi’s driveway and Traffic Committee is requested to give further consideration to relocation of the Taxi Rank.

RECOMMENDATION: (Unanimous)
Remove one Taxi Space immediately west of the access to the Aldi shopping complex to increase sight distance for traffic exiting the site.
WOLLONGONG

2 Wollongong Railway Station to Innovation Campus – Proposed new bus route
Item 16, 16/4/08.

The City of Wollongong Traffic Committee at its meeting held 16 April 2008 considered the following matter -

Premier Illawarra advised of a new bus route approved by the Ministry of Transport. To provide this new service Bus Zones will be required in Squires Way and George Hanley Drive.

*The Committee determined that immediately adjacent the roundabout at the George Hanley Drive/Kembla Street intersection would be an appropriate location for the first stop.*

*Just north of the intersection of Virginia Street and Squires Way is also an appropriate location for a Bus Zone along this route.*

The Traffic Committee recommended
a) A Bus Zone be installed on both sides of George Hanley Drive immediately adjacent the roundabout at the Kembla Street intersection.
b) A Bus Zone be installed on both sides of Squires Way immediately north of the intersection with Virginia Street.

Traffic Committee has been requested to reconsider positioning the Bus Zones closer to the hotel and restaurants on Bourke Street. At an on site meeting it was agreed that a zone could be installed on the eastern side of Kembla Street south of Blackett Street. It was also agreed to install a Bus Zone on the western side of Kembla Street immediately opposite the eastern stop.

**RECOMMENDATION: (Unanimous)**

A Bus Zone be installed on both the eastern and western sides of Kembla Street between Blackett Street and Bourke Street on a three month trial basis.

3 Marine Drive - problems with buses accessing Bus Terminus in times of road closures
Item 12, Traffic Committee 25 June 2008.

The City of Wollongong Traffic Committee at its meeting held 25 June 2008 considered the following matter:

Due to problems associated with buses accessing the Terminus in times of road closures on Cliff Road and Marine Drive for various events, an alternative is required in the area around the Win Entertainment Centre.

An initial solution to the issue is to relocate the last Bus Zone on the route (east of Harbour Street) to a point west of Harbour Street. Should Crown Street then be closed for events, the last Route Stop would be outside the closures.

Further modifications are being considered and will be discussed at the next meeting of the Committee.
The Traffic Committee recommended –

a) The Bus Zone in Crown Street east of Harbour Street (north side) be removed and replaced with 2 hour timed parking.
b) A section of timed parking in Crown Street between Queens Parade and Harbour Street be removed and the existing Bus Zone be extended by one bus length.

Traffic Committee is requested to review parking restrictions in Harbour Street in order to cater for coaches. It was agreed that hinged signs should be installed so that current restrictions can remain, and also, that in the case of an event taking place at the WEC, signage can be unfolded to state ‘No Parking – Coaches excepted.

RECOMMENDATION: (unanimous)
a) Hinged sign or similar be installed along the eastern side of Harbour Street from Market Place to Burelli Street indicating No Parking – Coaches excepted.
b) The existing 15 minute Parking and Disabled Parking spaces be signposted 15 minute Parking 8am-6pm Mon-Fri and 8am-12:30pm Sat with the Disabled Zone to be relocated as per previous Traffic Committee recommendations.
c) The timed parking zone in Crown Street outside St Francis Xaviers, northern side, be hinged or similarly signposted to allow an extended Bus Zone to cater for road closures east of Harbour Street.

CORDEAUX HEIGHTS
4 Derribong Drive – safety concerns
Item 21, 16 April 2008.

A resident has requested No Parking signs on Derribong Drive between Carbeen Crescent and Lakkari Grove (approx 23m in length) on the opposite side of the road from the Cordeaux Village Shopping Centre.

The writer has witnessed several near misses due to parked cars on this side of the road, along with cars both turning into and exiting the shopping centre and heavy vehicle/pedestrian traffic in the area.

Inspection revealed that cars waiting to turn into the shopping centre could impact on through traffic and the removal of the three parking spaces as requested would allow the free movement of traffic around turning cars.

The Traffic Committee recommended -
Full time No Parking restrictions be installed in Derribong Drive between Carbeen Crescent and Lakkari Grove as requested.

Following the installation of the signs Council’s Traffic Section received several phone calls complaining about the loss of parking outside the shops and the inconvenience it causes. A petition (182 signatures) signed by customers of the shops, parents and local residents was also tabled at the meeting.

The parking spaces were removed in response to residential information regarding near misses and to allow free movement of traffic around turning cars.

The Traffic Committee reviewed the matter in light of concerns outlined in correspondence, a petition and phone calls. A review of the accident history reveals no recorded accidents at this location and it was conceded that cars turning into the shops could in fact slow traffic in the area. In light of fresh information and the reports of near misses being disputed by other local residents and the shop owners the Committee now agrees the three parking spaces should be reinstated.
RECOMMENDATION:
Full Time No Parking restrictions in Derribong Drive between Carbeen Crescent and Lakkari Grove be removed.

GENERAL BUSINESS

HELENSBURGH

5  Boomerang Street – request No Parking

Local Area 1 has concerns regarding the traffic and parking situation in Boomerang Street now that the new Workers/Sports Club has commenced operations. Cars have been observed parking on the grass on the south side of the street where there are residences despite there being parking provided by the Club.

Traffic Committee is requested to install No Parking signs on both sides of the street. Kerb and gutter has been requested for the southern side of Boomerang Street.

Whilst on site the NSW Police representative advised that he had been requested to put forward a proposal for No Parking outside the Police Station to provide limited parking for police vehicles during busy periods when the road is parked out.

The installation of kerb and guttering has been referred to Council’s Infrastructure Division for investigation and construction as priorities permit.

RECOMMENDATION:  (Unanimous)

a)  No Parking restrictions be installed on the southern side of Boomerang Street between Waratah Street and Park Avenue.

b)  No Stopping be installed on Waratah Street from the northern kerb to a point 10 metres south of the intersection.

c)  No Parking ‘Police Vehicles Excepted’ be installed outside the Police Station in Waratah Street.

COLEDALE

6  Rawson Street – traffic flow and pedestrian movements

Correspondence has been received concerning the traffic and parking situation in Rawson Street, Coledale. The street is narrow and parking is allowed on both sides of the street. Some parking is residential parking and other vehicles are associated with the neighbouring school.

Rawson Street has a hill very near to the junction with Lawrence Hargrave Drive. This hill means it is difficult to see oncoming traffic east or west along Rawson Street. The parked cars encourage other drivers to drive down the middle of the road thus making a collision with oncoming traffic more likely. Visibility is limited because of parked cars.

At the junction of Rawson Street and Lawrence Hargrave Drive there is a pedestrian crosswalk for access to the local school. This crosswalk encourages people to use Rawson Street for access to the school and this further congests the parking situation.
**RECOMMENDATION:** (Unanimous)
Double Barrier lines be installed in Rawson Street between Lawrence Hargrave Drive and the southern side laneway.

7 Franklin Road – Trinity Row – safety concerns for students crossing roads

Concerns for safety of students from Waniora Primary and Bulli High School have been raised by the Deputy Principal Bulli High School. He has suggested a pedestrian crossing on the southern side of the Franklin Road/Ursula Road intersection as this would bring students to the southern side of Ursula Road and result in them only having to cross the road once before arriving at their schools.

Also of concern is the fact there is no crossing on Trinity Row despite the fact that many students and other pedestrians cross this road near the intersection with Ursula Road in order to access the beach.

_An onsite meeting with the Principals of both schools was conducted and photo evidence of the safety concerns was tabled. Trains deliver large groups of students to the railway station from where the students pour out across the roadway on their way to the school. Given the traffic volumes that use this roadway a pedestrian facility is justified._

Less concern was raised regarding students crossing Trinity Row, however there is a lower priority for a pedestrian facility at this location also.

**RECOMMENDATION:** (Unanimous)

a) A raised marked pedestrian crossing with associated kerb and blister treatment for Franklin Road, outside the railway station, be added to Council’s Traffic Facility Priority List for consideration as funds become available.

b) Pedestrian refuge islands for the intersection of Trinity Row and Ursula Road be added to Council’s Traffic Facility Priority List for consideration as funds become available.

c) A traffic count be conducted on Franklin Road outside the Railway Station and on Trinity Row near the Ursula Road intersection to assist prioritisation.

8 Lawrence Hargrave Drive (bottom of Bulli Pass) – relocate Bus Stop during road works

The RTA advises House Nos. 450 and 452 and the retaining walls will be demolished. The bus shelter and stop will be required to be moved for the duration of the project.

Once demolitions are completed, work will commence on the relocation of public utilities along the rear boundaries of these properties between Bulli Pass and the laneway. Construction of the bridge is programmed to commence in April 2009.

To minimise inconvenience to the public and the bus company it is requested the bus stop be relocated to another site clear of the construction site until the new bus stop is provided with the new work.

**RECOMMENDATION:** (Unanimous)

The Bus Zone be relocated to No. 444 Lawrence Hargrave Drive as requested and the shelter removed and put into storage until work is completed.
WOONONA

9  Kurraba Road – Traffic calming measures

A resident of Kurraba Road has suggested the following traffic calming measures:

- Repaint the centrelines on Kurraba Road, in particular between Kareela Road and the Surf Club.

- Install a crosswalk (marked zebra crossing) at the Kareela Road intersection, where the cycleway crosses the road. (paint the markings on the road with associated zig zags leading up to it).

- Install Stop signs at the Kareela Road/Kurraba Road intersection. This ties in with the crosswalk to help drivers avoid hitting a cyclist who suddenly appears from their left rear blindspot.

- Add “No Through Road” signs on Kurraba Road immediately north of the Kareela Road intersection to help reduce daytripper traffic through this intersection and reduce the number of vehicles that can potentially collide with a cyclist here.

- Footpath from end of cycleway north to the cul de sac to the Pool. With the number of people who walk from Kareela Road to Collins Rock carpark (on the eastern side of the road) I feel this is warranted. (Sticking it on the western side of the road in front of the houses is the easier option, however most walk the eastern (beach) side because they can take better advantage of the view down onto the rocks and beach.

- Extend the footpath on the beach side from Kareela Road up to ‘Car park at Collins Rock and set it behind bollards to prevent parking.

*The installation of footpaths has been referred to Manager Infrastructure for consideration as funding becomes available. The installation of a marked pedestrian crossing was not agreed to by the Committee.*

*The renewing of the existing line work has been referred to Manager Infrastructure for consideration.*

**RECOMMENDATION:** (Unanimous)

a) A Stop sign and appropriate line marking be installed on Kareela Avenue at its intersection with Kurraba Road, including 15 metres of double barrier line marking.

b) A ‘No Through Road’ sign be installed on Kurraba Road north of the Kareela Road intersection.

FAIRY MEADOW

10  Squires Way – Pioneer Road – Load Limit review

The load limit was authorised by Council resolution in 1978 for traffic management reasons. Council’s Geotechnical Lab has advised that the pavement is suitable for heavy vehicles. However, if the load limits were removed there could be complaints regarding extra numbers of heavy vehicles using those local roads that join the Northern Distributor and Pioneer Road/Squires Way such as Carters Lane, Elliotts Road and Towradgi Road. It was implemented for this reason when coal trucks were running north/south in this area and prior to the Northern Distributor being constructed.

Traffic Committee is requested to review load limits on Squires Way and Pioneer Road.
The Committee did not feel that removal of the load limits on these two roads will result in an unacceptable increase in heavy vehicle movements. The removal of the limits will allow tourist coaches to utilise the newly marketed ‘Grand Pacific Drive’ without facing prosecution.

The load limit should remain in place for Carters Lane so as to prevent heavy vehicles using this section of roadway between Towradgi Road and Pioneer Road.

RECOMMENDATION: (Unanimous)
The Load Limits on Pioneer Road (full length) and Squires Way (full length) be removed and the movement of heavy vehicles along these roads be monitored over the next twelve months.

WOLLONGONG

11 Matthews Street /Northcote Street/Sperry Street intersections

A request has been received for No Stopping signs around these intersections to stop vehicles parking illegally and to improve safety for motorists.

Both these intersection are very near the Wollongong Hospital where parking is in high demand and the temptation to park too close to the intersections results in poor sight distance.

RECOMMENDATION: (Unanimous)
10 metres of ‘No Stopping’ be installed on all legs of the intersections of Matthews and Sperry Streets and Northcote Street and Sperry Street to ensure adequate sight distance when entering or exiting these streets.

12 Novotel – Bus Stop

Premier Illawarra advises the bus stop in Bourke Street outside the Novotel is timed 8 am to 8.30 pm and they have buses using this stop until 9 pm.

Site inspection revealed that the times are actually 8 am - 8 pm and the increase in time zone could impact on the local cafes in this area for an additional hour. As this is a service route the times should be changed but the site monitored.

RECOMMENDATION: (Unanimous)
The Bus Zone times be changed to 8 am – 9 pm.

13 Corrimal Street – Bus Stop south of Georges Place

Premier Illawarra has advised Council that the first stop heading south in Corrimal Street past Georges Place reads Bus Stop on the northern end and Loading Zone on the southern end. This appears to be a maintenance error that needs to be addressed.

Additionally Premier Illawarra has requested consideration of a Bus Stop in Corrimal Street opposite The Creston heading south as there is already one heading north. This would be approximately 250m north of the Georges Place Bus Zone at the crest of the hill.
RECOMMENDATION: (Unanimous)

a) A Bus Zone be installed in Corrimal Street covering the driveways to Nos. 21 and 27 Corrimal Street, so as to limit the loss of on street parking in the area.

b) The Bus Zone on Corrimal Street south of Georges Place be properly signposted.

14 Queens Parade (rear of Illawarra Museum) – cars parking over driveway

The Illawarra Museum has written to Council regarding ongoing problems they are having with vehicles parking over their driveway. The signs and chain across the driveway have been stolen and the area is being used as a public carpark, leaving the Society little chance of using the area for deliveries for exhibitions, small buses, etc.

This Council Community facility is having rear access severely impacted on by illegal parking. Rangers have been patrolling the area recently but long term measures are required to prevent illegal parking reoccurring.

RECOMMENDATION: (Unanimous)

Two bollards be installed on the southern side of the access to prevent parking on the footpath area and No Stopping signs and lines be installed over the access point.

15 Church Street – Disabled parking

Traffic Committee is requested to review the Disabled Parking zone in Church Street near its intersection with Stewart Street, near the Doctor’s Surgery. The Doctor’s Surgery is agreeable to the signage being time limited to reflect the operational times of the surgery. They also indicated that a safe drop off and pick up zone for patients and ambulances would be highly desirable.

The existing disabled zone is two spaces long and was originally installed to cater for Greenacres Disability Services when they were in an adjacent building.

RECOMMENDATION: (Unanimous)

a) An 8 metre ‘No Parking- Ambulances Excepted’ zone be installed immediately adjacent the traffic blister to cater for patient drop off and pick up by the public and by ambulances.

b) The existing Disabled zone be reduced in length to one space and moved to adjacent the new ‘No Parking’ zone and be timed 8 am – 7 pm Mon – Fri and 8 am – 4 pm Sat.

16 Crown Street (opposite Spotlight) – request to extend Bus Zone

Premier Illawarra has requested the Bus Zone in Crown Street (heading east) opposite Spotlight be lengthened as there is often more than one bus on the stop. Last week a bus got booked for queuing (Stopping in the No Stopping zone). Advice from Ranger Services is that buses will only be booked if they unload within the No Stopping zone. If they wait for the space to become vacant they are waiting in the queue of traffic and cannot be booked.

There is room to modify the No Stopping zone to allow a few more metres. The addition of 6 metres will result in a 35 metre Bus Zone. The current zone is 29 metres long which is insufficient to safely cater for two 14.5 metre buses. The bus representatives indicated that drivers would be advised of the road rules in relation to this issue. Council’s Rangers have also been briefed on the issue.
RECOMMENDATION: (Unanimous)
The No Stopping zone be reduced in length to 20 metres to cater for the extra length required for two buses.

17 Cnr Fisher and Crown Streets – request to extend Bus Zone

Premier Illawarra has requested the Bus Zone cnr Fisher and Crown Streets (heading east) be extended as several buses use this stop in peak times.

This site is also restricted by No Stopping zones and driveway accesses. There is very little room to improve access to this stop however the existing signs can be modified slightly to reduce drivers concerns of being booked.

RECOMMENDATION: (Unanimous)
The Bus Zone and No Stopping sign on the eastern end of the Bus Zone be relocated to the eastern side of the service station access so that buses are not stopping in the No Stopping zones.

CONISTON
18 Bridge Street – request change of ½ hr parking to a Loading Zone

Coniston Corporate Centre has requested Council consider changing the half hour zone (approx. two car spaces) on Bridge Street to a Loading Zone to improve safety of delivery drivers who currently wheel deliveries across the road.

RECOMMENDATION: (Unanimous)
The two parking spaces in Bridge Street outside the Integral Energy building be signposted as a Loading Zone as requested.

19 Coniston Railway Station – Car Park – Disabled Parking

Correspondence has been received stating at least two Disabled Parking spaces at Coniston Railway Station carpark are urgently needed.

Council Staff contacted the Station Manager at Coniston who agreed that the installation of two Disabled Parking spaces would be agreeable to City Rail and Rail Corp.

RECOMMENDATION: (Unanimous)
Two Disabled Parking spaces be installed on Gladstone Avenue immediately adjacent the Railway Station access point.

MT KEIRA
20 Spring Street – No Stopping signs

Council’s Rangers have received a complaint of cars parking outside Nos. 11 and 13 Spring Street on the bend in the road. The road has double white lines in the middle and cars could legally be booked. However, the Rangers have noticed that most other bends in this street have some No Stopping signs in place and Traffic Committee is requested to assess if they should be installed in this location also.

RECOMMENDATION: (Unanimous)
No Stopping be installed along the northern side of Spring Street from Ambleside Avenue to the driveway of House No. 15.
FIGTREE
21 Gibsons Road opposite Suttor Place – need to formalise Bus Stop

Premier Illawarra has requested the Bus Stop in Gibsons Road opposite Suttor Place be changed to a Bus Zone. Visitor and staff to the Nursing Home and Hospital park on the Stop.

RECOMMENDATION: (Unanimous)
The Bus Stop outside No 33 Gibsons Road be removed and replaced with an 18 metre Bus Zone.

22 Redgum Ridge Estate – off O’Briens Road – signs, linemarking and traffic facilities plan

Signage, linemarking and traffic facilities plans were tabled at the meeting.

The RTA representative and the Local Member’s representative advised that the lighting should comply with Australian Standards, in particular with regard to the raised medians.

Council’s representative recommended that narrow ‘Keep Left’ signage should be installed as a standard Keep Left sign would reduce road width and most likely be hit by passing traffic.

RECOMMENDATION: (Unanimous)
a) The plan as tabled be approved subject to installation of narrow “Keep Left” signs (TC9265)
b) Raised pavement markers be installed at 1 metre spacing along the line marking and the edges of the median.
c) The raised platform should conform with the RTA’s Technical Directions.

23 Karbo Street – request changes to parking signage

A resident of Karbo Street has requested changes to parking restrictions. Harry Graham Park is nearby and is used on Sunday mornings for soccer in winter and the street is full of cars parking on both sides of the street.

On Saturday there is a similar problem but there is a sign in the street stopping people parking on one side from 8 am – 1 pm. Previously the sign also stated Sunday from 8 am – 1 pm however this was changed about a year ago during the changeover from No Standing to No Stopping or No Parking signage as required by the RTA.

Traffic Committee is requested to review this decision and change the sign back to Saturday/Sunday 8 am – 1 pm parking on one side of Karbo Street.

RECOMMENDATION: (Unanimous)
The existing No Parking restrictions be modified to include No Parking on Sundays between 8 am-1pm, as requested.

DAPTO
24 Laneway 15 – between Baan Baan and Jerematta Streets

No Stopping is requested in Laneway No. 15 heading east and west because trucks are parking in the laneway and it is not wide enough between Baan Baan and Jerematta Streets for other traffic to safely pass through.
RECOMMENDATION: (Unanimous)
‘No Parking’ restrictions be installed along both sides of this narrow laneway.

HORSLEY
25 Sierra Drive – Disabled Parking outside Dapto Primary School

Council’s Rangers have requested Traffic Committee look into the possible relocation of the Disabled Parking sign to the northern end of the No Parking area nearer to the crossing immediately outside the school. It is difficult for disabled people to utilise as the traffic queue is often banked up waiting to access the No Parking spots further up and this impedes the use of the disabled area. It is also very tempting for parents to pick up their children while waiting in the queue and while in this zone which is subject to a very large fine and loss of demerit points.

RECOMMENDATION: (Unanimous)
The Disabled Parking zone be relocated immediately adjacent the No Stopping zone as requested in order to allow safer access to the Disabled Parking space with the No Parking zone to be modified accordingly.

TEMPORARY ROAD CLOSURES

WOONONA
26 Temporary Road Closures – Part of Campbell Street between Robert Street and Thompson Street

Representatives from Reed Constructions attended the meeting and discussed progress on works and traffic control measures during the construction of the Northern Distributor.

A traffic management plan was tabled showing the proposed temporary closure of Campbell Street between Robert Street and Thompson Street. The closure will be required in approximately 2-3 weeks time for a duration of 3 days, from 7 am – 6 pm Monday to Friday. There will be controlled pedestrian access through the worksite.

Reed Constructions advised they will not be paying fees relating to traffic management associated with the Northern Distributor. This is an issue that should be addressed by Council’s Manager of Regulations and Enforcement.

RECOMMENDATION:
The traffic management plan be approved subject to minor amendments to text on the VMS as discussed during the meeting.
TOWRADGI


A traffic management plan has been received for the above event to be held on Sunday, 24 August 2008. The event will be operated from Towradgi Park, which will serve as the main area for registration, marshalling and include start and finish areas. The majority of the event takes place along the cycleway thereby having little impact on traffic flows. The starting point does however require road closures but restricted access can be provided by Traffic Controllers for immediately affected residents.

RECOMMENDATION:
The traffic management plan be approved subject to Council’s standard conditions.

WOLLONGONG


A traffic control plan was tabled outlining the proposed road closures –

Part of Crown Street between Harbour Street and Marine Drive, on Thursday night (4.30 pm – 6 pm), Friday and Saturday nights, for 1 hour (from 10.30 pm – 11.30 pm) to allow safe pick up of children.

RECOMMENDATION: (Unanimous)
The road closure be approved subject to Council’s standard conditions and confirmation of parent pick up arrangements.

DAPTO

29 Temporary Road Closures - Dapto Chamber of Commerce Fair – Sunday 7 September 2008.

A traffic control plan was tabled for the proposed road closures on Sunday, 7 September 2008 6 am – 6 pm. Significant detours are required but the plans tabled safely address this issue. The event has been run in previous years with little negative impact or comment directed to Council in regard to the road closures.

- Princes Highway from Baan Baan Street to Moombarra Street.
- Bong Bong Road from Osborne Street to the Princes Highway
- Baan Baan Street from Osborne Street to Moombarra Street.

RECOMMENDATION: (Unanimous)
The road closure be approved subject to Council’s standard conditions and approval by the RTA’s Traffic Operations Unit.
DESIGN MATTERS

TOWRADGI

30 New footpath along Pioneer Road from Marlo Road to Towradgi Beach Hotel

Council’s Design Division has prepared Plan No. 4324 for a footpath along Pioneer Road, Towradgi. (Attachment 2)

The design provides for a footpath along Pioneer Road from Marlo Road to Towradgi Beach Hotel with kerb ramps designed for crossing roads safely. There will be an extension to the existing culvert to allow access for the proposed footpath as well as the construction of a new headwall.

The plan is submitted with a view to the Committee’s endorsement of the proposal, pending community consultation, and for the provision of funding for the project.

RECOMMENDATION: (Unanimous)
Plan No. 4324 be approved for construction as priorities permit.

WOLLONGONG

31 Cliff Road – Bourke Street to Harbour Street – proposed traffic and pedestrian facilities.

Council’s Design Office has prepared a drawing showing modifications to the existing pedestrian/cycleway crossing point on Cliff Road at Marine Drive, Wollongong. It is proposed to remove the existing clay paver thresholds in Cliff Road and Endeavour Drive near Marine Drive and to replace them with a single pedestrian refuge as shown on Drawing No. 4292-C01-A. The pedestrian refuge is one of a number traffic calming and pedestrian facilities along Cliff Road as part of the “Blue Mile” project.

The refuge will form a clearly defined single crossing point of Cliff Road for pedestrians and cyclist and remove the two existing crossing points in Cliff Road. These existing crossing points, due to the nature of the surface finish, have lead pedestrians to believe that they have the same status as a formal marked pedestrian crossing.

Also included in these drawing is a proposal to install a series of small speed control devices in the form of concrete “road cushions”. These road cushions are 75mm high above the existing road pavement and measure 1.9 wide across the traffic lane and 2m long. The cushions will be arranged in pairs, centrally in each travel lane.

The proposed location of the road cushions is shown on 3497-SK01-1 and a typical installation is shown on plan 4292-C03-4. (Attachment 3)

RECOMMENDATION: (Unanimous)
Plan Nos. 4292 C01 A, 4292-C03-4 and 3497 SK01 1 be approved for construction as priorities permit.

32 Auburn/ Miller Street intersection

Issues include lack of sight distance, speed of vehicular traffic and parking near the vicinity of Coniston Public School. A plan will be tabled at the meeting. (Please note plans are not attached – they include aerial photos which are not suitable for reproduction).
The design plan does not cater adequately for pedestrians and should be modified to include pedestrian refuges in accordance with RTA Technical Directives.

**RECOMMENDATION:** (Unanimous)
The plan be modified to cater for pedestrian movements at this busy intersection in accordance with current RTA Technical Directives.

**HORSLEY**

33 Parkdale Avenue/Horsley Drive, Parkdale Avenue/Bong Bong Road, Woodridge Road/Horsley Drive – proposed intersection treatments

Council’s Design Office has prepared the following plans for Traffic Committee’s endorsement. The plans were previously included in the May Traffic Committee (Item 23) and the amendments reflect Traffic Committee’s recommendations.

Plan No. 4327-SK1-2 Parkdale Avenue, Horsley – proposed intersection treatment at Horsley Drive.
Plan No. 4328-SK1-2 Parkdale Avenue, Horsley – proposed intersection treatment at Bong Bong Road.
Plan No. 4329-SK1-2 Woodridge Road, Horsley – proposed intersection treatment at Horsley Drive.

Please note plans are not attached – they include aerial photos which are not suitable for reproduction).

The RTA’s representative does not agree with the width of the medians. **RTA technical directives require that median island be a minimum of 2m wide to allow prams and bikes to be fully catered for by the mid point island.**

**RECOMMENDATION:** (Unanimous)
The Plans tabled be modified to allow for a 2 metre wide refuge at each intersection as per RTA Technical Directives.
INFORMAL ITEMS
(TRAFFIC ENGINEERING ADVICE ONLY)

STANWELL TOPS
1  Lawrence Hargrave Drive – gutter

A motorist travelling down Lawrence Hargrave Drive reports she was distracted by a group of cyclists on the other side of the road and drove straight down into the gutter.

_The RTA has been requested to review the gutter in this location and make alterations as deemed appropriate._

WOONONA
2  Northern Distributor Extension - Park Road – No Right Turn

A traffic control plan for the pedestrian refuge island and Park Road was tabled. As this plan does not require a road closure this plan is for information only.

A number of changes have occurred to Traffic Control at the site which includes the operation of two traffic controllers to cater for high pedestrian activity before and after school times. These changes were sought following an onsite inspection.

This has greatly improved pedestrian safety during these times. Concern still remains for pedestrian movements outside these peak pedestrian flow times, particularly during traffic peaks. Concern was raised with the right turn movement out of the Park Road extension onto Thompson Street. Outside of traffic controller times, should a solid flow of traffic along Thompson Street delay right turns, cars making this turn could choose the same gap to cross the roadway as pedestrians, making a dangerous situation that should be addressed. The preferred solution is to ban the right turn. These vehicles have the opportunity to turn around the new roundabout 100m to the south or choose alternative routes.

The RTA representative advised that three left turn arrows and an ‘All Traffic Left’ sign should be installed. Councils representative advised that if this turn is undertaken by buses it should be signposted as ‘No Right Turn – Buses Excepted’ instead as buses would not be able to safely negotiate the new roundabout at the intersection with Gray Street.

_It was agreed that a ‘banned turn’ should be considered by the Project’s Management._

_The RTA’s representative advised consultation should be undertaken with regard to the implementation of a banned turn specifically with bus companies._

CORRIMAL
3  Pioneer Road – speeding

A complaint has been received regarding speeding vehicles on Pioneer Road. The resident lives opposite Lake Parade where all traffic comes from Corrimal Beach Tourist Park, plus the Surf Club and residents of the area. Corrimal High and the Primary School are located nearby and motorists are ignoring the 40km/h speed limit.

_A traffic count will be arranged by Council’s Traffic Engineers to determine the traffic volume and level of speeding along this route._
BALGOWNIE

4 The Parkway/Brokers Road – Stop Sign

A truck driver has requested the Stop Sign on The Parkway be relocated to Brokers Road instead as it is now a No Through Road. Cars and trucks accelerating up The Parkway have to stop and then accelerate again at the Stop Sign - which causes noise for residents and more damage to the road.

*Traffic Committee did not agree to this suggestion. This would be a non standard ‘T’ intersection treatment in a residential area on a down hill approach for each leg of the intersection. No further action is required and the applicant will be advised accordingly.*

5 Junction of Market and Church Streets – interference with Marked Foot Crossing

There is a mail box at this location which is serviced by a mail van around 8:45 am – 9 am each morning. When the van is stationary at this site it blocks vision of vehicles travelling south east from Church Street into Market Street and from seeing pedestrians leaving the kerb. It also limits the sight distance of pedestrians commencing their crossing, north to south.

It was agreed that Australia Post should be contacted and asked to consider relocating the post box to the south eastern side of the intersection to allow better sight distance. As this roadway is one way it will not affect sight to the south.

*Council staff will contact Australia Post and request the Post Box be relocated to the south eastern side of the intersection.*

PORT KEMBLA

6 Downies Bridge – traffic concerns

The following incident has been reported –

…”I was driving on Old Port Road and approaching Downies Bridge from the southern side when I had to brake as a b-double truck coming in the opposite direction was taking up both lanes.”

Correspondence has also been received from the Port Kembla Pollution meeting concerning the car park owned by Port Corp opposite the railway station being used by Murrell’s Trucks. There is no fence with no particular point of entry and exit and trucks are using any part of the area for that purpose.

Traffic Committee is requested to investigate if there is any action that can be taken to make it safer.

*This issue is currently under DA assessment for use of the subject land for parking heavy vehicles. Council’s Traffic Staff will refer heavy vehicle concerns on Downies Bridge to the RTA for assessment and review of the existing B-Double routes together with consideration of Load Limits if considered appropriate.*
7   Military Road – Pedestrian Crossing – request for lighted sign

The pedestrian crossing between the old Primary School and St Stephens Church which is constantly used does not have a lighted sign even though this is a dangerous area being at the top of the Hill. Apparently some years ago there was a sign hung in the middle of the road in this location and the writer has requested it be reinstated.

*The crossing point is appropriately lit and does not need additional lighting or signage.*

*Pedestrian counts will be conducted on both crossing points to confirm the need for these facilities to remain in place.*

**WARRAWONG**

8   Northcliffe Drive – Illawarra Street/Shellharbour Road intersection – right turn arrows

A writer to Council states the right hand turn arrows in Shellharbour Road on Northcliffe Drive at this intersection are set too far back and there is a need to have one painted right at the lights themselves, as drivers are still cruising straight through to Illawarra Street in the direction of Port Kembla with the possibility of a collision occurring.

*As the operation of Traffic Lights is an RTA concern, the RTA will consider installing a ‘Right Lane Must Turn Right’ sign at this location to address this issue.*
Standard Conditions applying to Special Events & Work Related Activities within Council Road Reserves.

The road closure be approved subject to the following standard Council conditions:

1. The applicant must obtain written approval from the NSW Police Service.

2. The applicant must obtain an ROL (Road Occupancy License) from the Roads and Traffic Authority if the closure is on a classified road or within 100m of any traffic control signals.

3. The applicant must advise all affected residents and business owners within the closure area of the closure dates and time in writing, seven days prior to the intended date of works.

4. The applicant must advise the Emergency Services (Ambulance, Fire Brigade, NSW Police), Taxi Co-op and Bus Companies of the closure dates and times in writing, seven days prior to the intended date of works. The applicant must endeavour to minimise the impact on bus services during the closure.

5. The closure must be set up in accordance with a Traffic Management Plan (TMP) prepared by an appropriately qualified traffic control person. A copy of the person's qualifications must be detailed within the TMP.

6. The TMP must be physically set-up by appropriately qualified traffic control persons or the NSW Police.

7. Access for effected business owners and residents must be maintained where possible. Where direct access cannot be achieved an alternative arrangement must be agreed to by both the applicant and effected person/s.

8. The applicant must advertise the closure in the Public Notice section of the local newspaper, detailing the closure dates and times. This advert must appear no less than seven days prior to the closure.

9. The applicant must provide Council with a copy of a current public liability insurance policy to a value no less than 10 million dollars which covers Wollongong City Council against any claims arising from the closure.

10. The applicant must apply to the Council's Works & Services Division on level 6 of the administration for a section 138 permit to occupy the road reserve. The application must include:

   a. a copy of these conditions signed as accepted
   b. a copy of a letter from the Traffic Committee authorising the closure
   c. the TMP
   d. the ROL (if required)
   e. Police approval
   f. Public liability insurance