

WOLLONGONG CITY COUNCIL
Local Transport Forum
Minutes

14 October 2025



MINUTES

CITY OF WOLLONGONG LOCAL TRANSPORT FORUM

at 9.15 am

14 October 2025

RECOMMENDATION

In accordance with the powers delegated to Council by the Road Transport Act 2013 and the Roads Act 1993:

- 1 Council has been delegated certain powers, from TfNSW, regarding traffic matters upon its local roads. A condition of this delegation is that the General Manager will approve the minutes under delegated authority.
- 2 Appropriate persons and Departments be advised of Council's decisions.

Author's Name	Author's Title	Date
Tyson Perry	Transport and Infrastructure Planning Manager (Acting)	29 October 2025
Jerah Fox	Manager Infrastructure Strategy and Planning (Acting)	29 October 2025
Jo Page	Director – Infrastructure and Works	29 October 2025
Name	Title	Date
Greg Doyle	General Manager	29 October 2025

TUESDAY 14 OCTOBER 2025
9.15 AM

PURPOSE OF MEETING

The City of Wollongong Traffic Committee was previously required under the *2011 Delegation to Councils* and the *(2023) Temporary Delegation to Councils No.2*. The City of Wollongong Traffic Committee was not a Committee of Wollongong City Council however a Technical Committee of Transport for NSW (TfNSW). The Committee previously operated under the authority conferred to Council by TfNSW under the Transport Administration Act 1988.

Council historically resolved to manage the Traffic Committee under a Charter which sets out the membership, timelines for the preparation of the Agenda and the distribution of Minutes, in accordance with TfNSW (previously RMS) document 'A guide to the delegation to councils for the regulation of traffic' (including the operation of Traffic Committees).

Legislative Update:

The *2011 Delegation to Councils* and the *(2023) Temporary Delegation to Councils No.2* has been revoked and replaced by the *(2025) Authorisation and Delegation Instrument*. Wollongong City Council is currently transitioning from the former Local Traffic Committee framework to the newly established **Local Transport Forum (LTF)**, in line with the 2025 Authorisation and Delegation Instrument issued by Transport for NSW. The LTF is an advisory body designed to support Council as the decision-maker for traffic and transport matters on unclassified and regional roads. It facilitates collaboration between Council, Transport for NSW, NSW Police, and local Members of Parliament, offering technical advice and coordination without formal voting or decision-making powers.

While Council is actively adopting this new delegation model, it is acknowledged that existing templates, processes, and documentation may take time to fully align with the updated structure. During this transitional period, Council will continue to operate with elements of the previous system where necessary, while progressively integrating the principles and practices of the Local Transport Forum.

PRESENT	
Tyson Perry - Chair	Wollongong City Council
Glenda Fewings	Wollongong City Council
Nicole Brodie	Transport for NSW
Donna Binns	Transport for NSW
Senior Constable Vanessa Menzies	NSW Police
Les Dion	Dion's Bus Service
Kerrie Delliquanti	Representing Member for Heathcote
Jack Rankin	Representing the Member for Shellharbour – email response

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1 STANDING AGENDA ITEMS

1.1 Welcome

1.2 Acknowledgement of Country

An Acknowledgement of Country was presented by Glenda Fewings.

1.3 Declarations of Interest

Nil declarations of interest were received.

1.4 Business Arising from Previous Meeting

There was no business arising from the previous meeting.

2 GENERAL ITEMS No Items

3 REGULATION OF TRAFFIC ITEMS

3.1 OTFORD TO WOLLONGONG, Various Streets – Ward 1 and 2 – Heathcote, Keira and Wollongong Electorate – MS Sydney to Gong Ride

BACKGROUND

The MS Sydney to Gong Ride is proposed to occur on Sunday 2 November 2025. It is anticipated that approximately 7500 cyclists will depart Sydney on a journey to Wollongong in Australia's most iconic cycling event; the MS Sydney to Gong Ride, held to support Australian's living with MS. This event is the most significant fundraising event for MS Plus.

The longer ride (80km) starts at 6am in Tempe, Sydney with riders expected to start arriving at Thomas Dalton Park from 8.30am, with the final rider expected to be at approximately 3:30pm. The shorter ride (53km) will start from Engadine.

Riders follow Lady Wakehurst Drive (Otford) then Lawrence Hargrave Drive as they work their way down the coast to Wollongong. The route follows Pioneer Road at Woonona, then proceeds along Squires Way to Thomas Dalton Park.

The methods of accessing the event will include via bicycle, riders will then either catch the train home or make alternative arrangements to return home. Many riders will opt to ride to Fairy Meadow Train Station for a train ride back home.

CONSULTATION

- The Event Organiser, MS Plus has conducted thorough stakeholder consultation as they believe stakeholder management is essential to a successful event. Operational stakeholders have been consulted throughout the planning process on both an individual basis and within scheduled meetings.
- Stakeholders include NSW Ambulance, NSW National Parks and Wildlife Service, NSW Police, St Johns Ambulance, Sydney Trains, Transport for NSW, Who Dares Traffic Management Company, Wollongong City Council.
- The event organiser has sent out notifications to impacted businesses 5 months prior to event date. Residents will receive a notification on 14 September 2024 and then again two weeks prior to event date.
- MS Plus has a calendar of scheduled stakeholder meetings commencing 6 months prior to event date including Traffic and Transport Meetings, Key Stakeholder meetings and Course Drives.

LOCAL TRANSPORT FORUM ADVICE

Nil.

PROPOSAL

The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to:

- 1 [Council's Standard Conditions for Road Closures](#).
- 2 Updating the error in the 2025 TMP. The VMS shown in 2025 TMP refers to a VMS board on the corner of Crown Street and Harbour Street. This has not been updated since last year's event.
- 3 Providing reasoning for the removal of Marshalls from TGS 76, 82 and 90 for the 2025 event, which were in place at the 2024 event. Marshalls will be required at these locations unless Council approves these removals.
- 4 The Event Organiser considering the extension of the 40km/h speed limit from Elliotts Road, Cowper Street, Bourke Street and Montague Street in Fairy Meadow.
- 5 Considering a reduction of speed on Pioneer Road, Carters Lane and Squires Way which have speed limits equal to or above 60km/h.

Item 3.1 – OTFORD TO WOLLONGONG, Various Streets – MS Sydney to Gong Ride

Due to the significant number of plans, the plans will not be included in the agenda. Local Transport Forum will be provided access to a copy of the Traffic Guidance Schemes (TGS') in a link along the Traffic Management Plan (TMP)

2025 ROUTE MAP

COURSE MAP & PROFILE 79KM & 52KM



3.2 THIRROUL, King Street – Ward 1 – Heathcote Electorate – Open Streets Thirroul – Class 2

BACKGROUND

The Open Streets Thirroul event is proposed to occur 6am Saturday 29 November to 6pm Sunday 30 November 2025. The road closures will be from King Street Thirroul from Lawrence Hargrave Drive to the Thirroul Plaza Carpark. The event will start at 10am and end at 3pm each day.

The event is funded by the State Government and is an extension of the Thirroul Music Festival. The event organiser is also utilising the Permit, Plug, Play templated plans developed by Council, however the plans have been modified to suit the event.

It is a 2-day event targeted at the local community. It is expected that 1,000 people over the two days will attend the event. The methods of accessing the event will include public and private transport, with Thirroul train station within walking distance.

CONSULTATION

The event organiser has informed Council that consultation has begun with NSW Police, impacted businesses and impacted public transport. The event organiser is waiting on a response from NSW Police. A list of businesses which have been consulted is provided below:

- Anita's Theatre Thirroul (including all tenants in building 264 -270)
- Collins Bookstore Thirroul
- IMB Bank Thirroul
- Thirroul Central Chemist
- See side Optical
- Beaches Hotel
- Coles Thirroul

Additionally, the event organiser will complete a letterbox drop to all businesses 6 weeks prior to the event.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Dion's Bus Service	Requested Council consider turn restrictions or other options for future events in this area noting the potential congestion.	Advice noted and whilst this will not be captured as part of this approval, Council will monitor this event and consider advice for future events as part of continual improvement.
Transport for NSW	Note that track work is tacking plan on same weekend. Buses to replace trains. Event organiser is aware of this	Noted.

PROPOSAL

The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to:

- 1 [Council's Standard Conditions for Road Closures](#).

Document Set ID: 26946346
Version: 14, Version Date: 30/10/2025

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3.3 BULLI, Owen Street – Ward 1 – Keira Electorate – Street Christmas Party – Class 3

BACKGROUND

Council has received a request from residents in Owen Street, Bulli for a street party to be held on Saturday 6 December 2025 from 2pm to 7pm. The street party has taken place many times in the past (including last year) without any issue and has previously been endorsed by the Local Transport Forum (formerly referred to as the Local Traffic Committee). The request is for a full road closure of Owen Street between Franklin Avenue and Waterloo Street, Bulli. Diversion of traffic around the closure is expected to have minimal inconvenience upon drivers.

CONSULTATION

Residents in the affected area have indicated their support of the road closure via signed consent, which was submitted with their application.

LOCAL TRANSPORT FORUM ADVICE

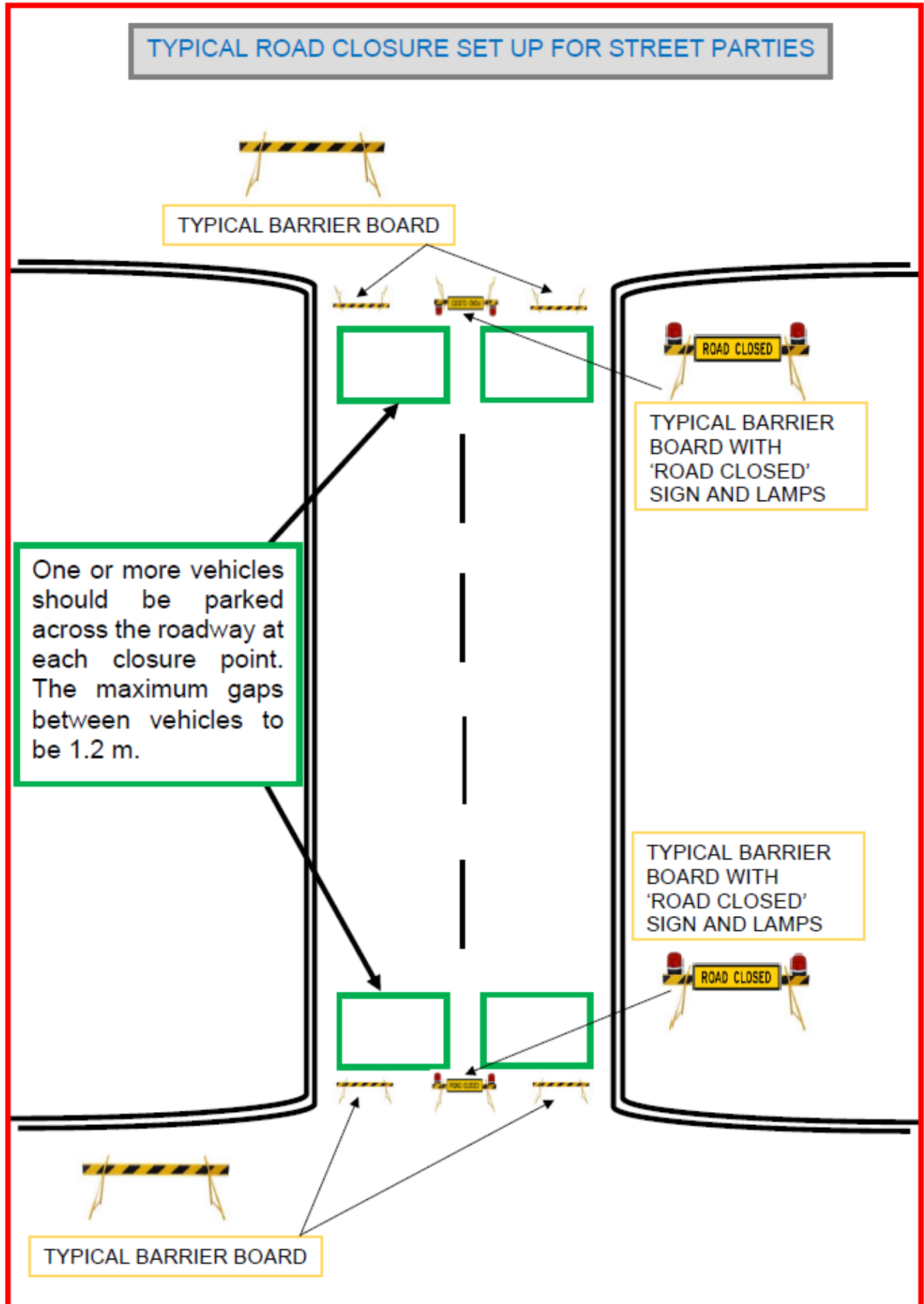
Nil.

PROPOSAL

The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to:

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Within the footprint of the road closure and during the event, there are to be no vehicle movements during the closure.
- 3 There is to be a nominated (non-intoxicated) person who will be available to move the posted "hostile mitigation".
- 4 Emergency Access be accommodated at all times where required.
- 5 There is a person supervising the works with traffic control qualification.
- 6 Agreement with residents who have not signed the consent form.

Item 3.3 - BULLI, Owen Street – Street Christmas Party



3.4 WOLLONGONG, Crown Street Mall – Ward 1 – Wollongong Electorate – Bikers Toy Run

BACKGROUND

Wollongong City Council runs the annual City of Wollongong Giving Tree under the guidance of a committee which includes local charities and representatives from the Bikers Toy Run.

Event details are below:

- Date: Saturday 6th December 2025
- Location: Crown Street Mall, Wollongong near the Christmas Tree at the stage area.
- Details: 11am arrival of the Bikers Convoy.
- Expected attendance: Up to 300 (including spectators, community and bike riders).

The Bikers Toy Run is not a council event; however Council activates the City Centre so that the Bikes can come through and make their Christmas present donation to the giving tree, tied in with the City of Wollongong Giving Tree program. This event has been running for over 35 years. The City of Wollongong Giving Tree calls for donations of gift vouchers and toys to be donated by the community to be distributed to those less fortunate by the St Vincent de Paul Society and Anglicare.

This year the Bikers Toy Run will be held on Saturday 6 December 2025. Between 100-180 motor bikes will enter the lower end of Crown Street Mall and deliver their gifts to the large Christmas Tree near the stage area. Once motor bikes enter the mall, a systematic bike parking process is implemented whereby the first 50 riders proceed straight to Parking Bay #1, the remaining bikes are held with gates and released in smaller batches to allocated parking bays. There are 3 x event staff, 1 x Traffic Controller and 2 x Outdoor Crew who manage the parking bays with radio communication used. This parking system has been implemented for the past 2 years successfully to manage the safety and risk of motor bikes entering the pedestrian mall. Bollards and tape are set up to delineate parking bays and entry/exit pathways. The exit is staggered with bikers leaving when they are ready, Traffic Control and Event Staff provide directions for exit.

One Traffic Controller based at Kembla Street end of mall will oversee the bikers arrival, ensuring pedestrians are held until bikes have entered. A second Traffic Controller is based halfway up the mall to assist event staff with parking bay management. A third Traffic Controller is based at Parking Bay #1 to oversee arrival and parking of bikes, then this Traffic Controller will oversee bikers exiting Parking Bay #1 down Church Street, ensuring pedestrians are held (with the support of 2 x security).

At all times motorbikes are required to drive at a very low speed and follow event marshal direction. There are no road closures for this event, Traffic Controllers are engaged to manage pedestrian flow when Bikers enter and exit the mall.

CONSULTATION

The following consultation will occur prior to the event (as per previous years):

- Business notification will be distributed to all Crown Street Mall and surrounding businesses three weeks out from the event.
- Police will be notified of event.
- Fire and Ambulance will be notified of event.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Transport for NSW	Road Occupancy License is required due to impact to signals.	Noted and included as condition of approval.

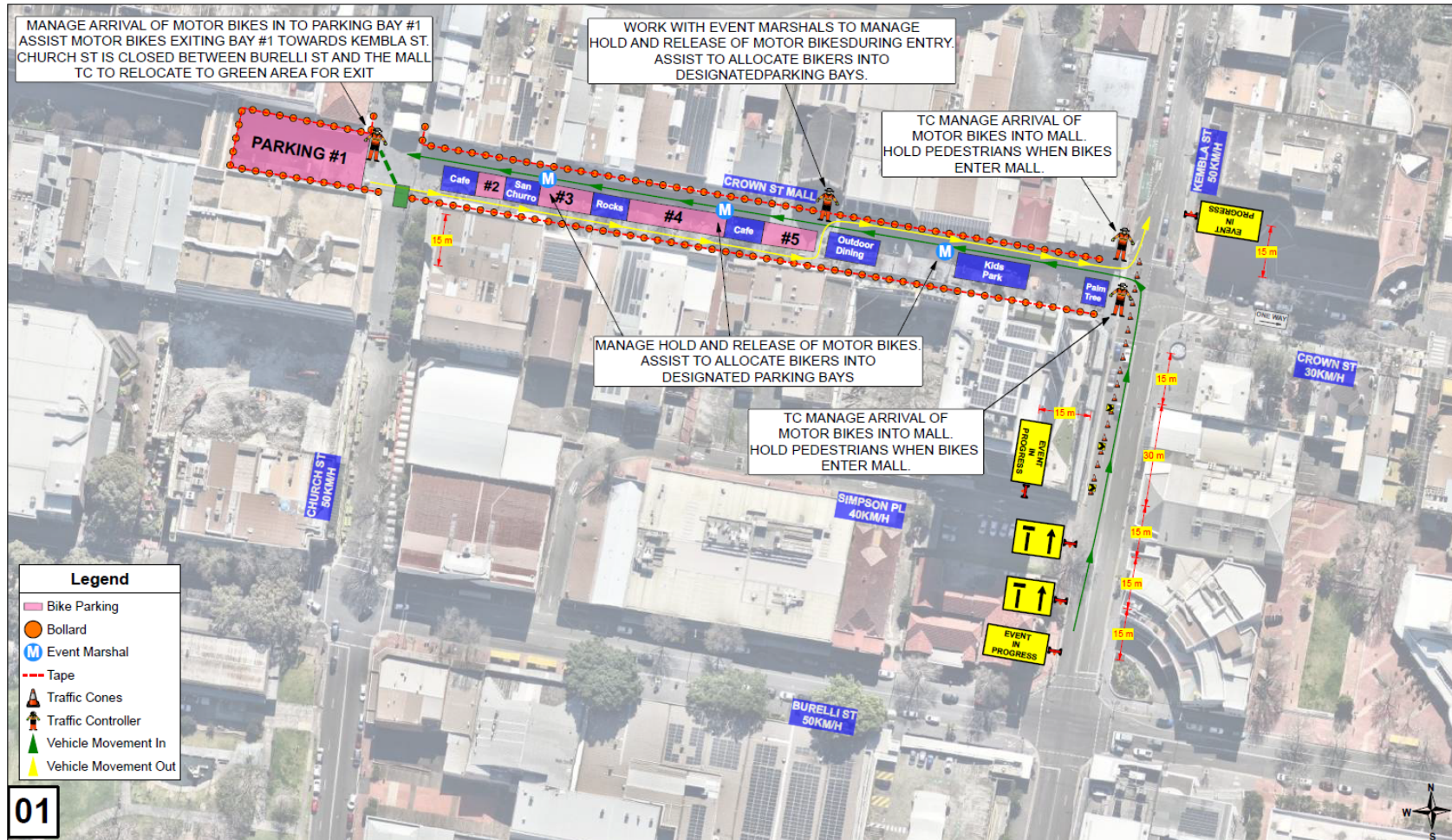
PROPOSAL

The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to:

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Updating the plans to showing the existing road closure of Church Street between the mall and Burelli Street. Event organiser must ensure any impacts to their event considers this closure, particularly in relation to Kembla Street exit movements.
- 3 The Event Organiser considering the provision of additional traffic controller/s at the intersection of Kembla and Crown Street as per the 2024 TGS plans previously submitted to Council. These controllers are to manage vehicle and pedestrian movements simultaneously.
- 4 The Event Organiser considering whether portable traffic lights are required on Kembla Street (for northbound traffic) which were an inclusion on the 2024 TGS plans.

- 5 A Road Occupancy License being submitted and approved by Transport for NSW.

Item 3.4 - WOLLONGONG, Crown Street Mall – Bikers Toy Run



01

BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3  ALTUS GROUP Call Altus Group Toll Free (Australia) 1300 TRAFFIC (072 334) ABN 54 102 765 061 	DATE OF DESIGN: 18/09/2025		SITE SETUP TGS AND SETUP RISK ASSESSMENT		NSU01-SS		ALTUS DESIGN NUMBER: TGS-25-WCC-BTR-01		ARS: 5/10		WORKSITE REQUIREMENTS : TRAFFIC CONTROLLERS : 3 TRAFFIC CONTROLLERS - BREAKS : 1 SIGNAGE VEHICLES : 1 OR OPTIONAL DDV: 0		APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL		CLIENT CONTACT : WOLLONGONG CITY COUNCIL LYDIA BRUCE 02 422 7651	
	WORKS LOCATION : CROWN ST, WOLLONGONG		MELWAY REF: -		CLIENT REFERENCE NUMBER: -		GENERAL DISCLAIMER: - THE TGS/TPP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL TMS/CH/CRS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TPP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - WOLLONGONG CITY COUNCIL IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONTRAINTS OUTLINED WITHIN THE TGS/TPP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM THE TMS/CH/CRS INDIVIDUALS SHALL BE REQUIRED PRIOR TO IMPLEMENTATION. - DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS. - THIS TGS/TPP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE SPECIFIC GOVERNANCE IS CHANGED. - THIS TGS/TPP WILL NEED TO BE REVIEWED ON OCCASION OF COMPLIANCE.		SPECIALIST VEHICLE REQUIREMENTS : VMS UTE : 0 TMA REQUIRED : 0 DDV REQUIRED : 0 TMA OPTIONAL : 0 POLICE : 0		APPROVED BY - DESIGNER : ASHRAF HAMDAN					
	BETWEEN ROADS : CHURCH ST & KEMBLA ST		WORKSITE ROAD AUTHORITY : WOLLONGONG CITY COUNCIL		ESTIMATED JOB DATE : SATURDAY 6TH DECEMBER 2025		ESTIMATED JOB TIME : 10:00AM - 13:00PM		N/A		REVIEW OR DEPARTURE APPROVED BY : MARK PLUCINSKI					
	GARBAGE COLLECTION DAY : -		-		-		-		-		APPROVAL DATE : 02/10/2025					
	ISSUE		DESG		DATE		AMENDMENT DESCRIPTION		-		ALTUS NOMINATED CONTACT : 24HR CONTACT - 1300 872 334					
A		B		C		D		E		SHEET NO : 6						

4 DESIGN ITEMS No Items

5 DEVELOPMENT ITEMS

5.1 BULLI, Hospital Road – Ward 1 – Heathcote Electorate – Signs and Lines

BACKGROUND

As a requirement of the development consent for the former Bulli Hospital site at 29 Hospital Road, Bulli, the developer is required to have a signs and linemarking plan *“endorsed by the Local Traffic Committee and approved by Council prior to the issue of the Subdivision Works Certificate”*. Under DA-2023/895, the development proposes subdivision works including construction of roads and drainage, earthworks, services, and ancillary works to facilitate the subdivision of 16 lots.

The road design and layout have been prepared and approved as part of the development application assessment. The subdivision plans are designed in accordance with AUSTROADS Guide to Road Design, Council's Development Control Plan and Council's Subdivision Policy.

Separate to this development application, Council has also undertaken a Transport Investigation of Hospital Road, Bulli in response to a Notice of Motion, resolved on the 27 November 2023 which requested traffic investigations be undertaken in Hospital Road, Bulli following community concerns of pedestrian safety and parking behaviours in the area. The investigation identifies a lower speed environment (speed zone reduction, pedestrian crossing infrastructure and traffic calming) along the road to improve pedestrian safety in the area. Further, timed parking was proposed to increase turnover and was supported by the Wollongong Local Traffic Committee (Local Transport Forum) on 16 January 2024. The need for these improvements is further prompted by the increase in density delivered by the redevelopment of the former Bulli Hospital site.

Noting the outcomes of the Council led transport investigation at Hospital Road, Bulli, Council is seeking Local Transport Forum advice on the below key points. These are in addition to the request for the 'endorsement' of the sign and line plan in accordance with the condition of consent:

1. The appropriateness of the selected pedestrian treatment (kerb ramps) at the entrances to the proposed subdivision.
The advice is to consider whether a raised priority treatment (or continuous footpath treatment) should be delivered at the entrances to the subdivision to mitigate pedestrian crash risk noting the movement of people visiting the hospital, and increased activity this subdivision will bring in an area where pedestrian and parking behaviours are known. The request for advice is with reference to National (Austroads) and State recognised Safe Systems Approaches to traffic management considerations. Specifically, that the proposed subdivision will increase the exposure, likelihood and severity risks for a pedestrian/vehicle crash at entry/exits to the subdivision.
2. The consideration of a one-way street for Road 01.
This is acknowledging that the potential on-street parking spaces available may not consider the overall functionality of the road when considering parking on both sides of the road, waste collection, emergency access, bi-directional traffic flow, and high parking demand in the vicinity of Bulli Hospital. It is likely that this environment will create increased 'head-on collision risks' or create a situation where drivers must reverse regularly to let drivers pass noting the lack of 'driveway entries' or parking restrictions in some areas of Road 01

CONSULTATION

- Consultation and notification to adjoining and affected residents of the development is undertaken during the development application process.
- Consultation with relevant stakeholders such as utility providers and TfNSW has also been carried out as part of the development application and the detailed design.

LOCAL TRANSPORT FORUM ADVICE

Forum Member/Guest	Advice	Council Comment
Office of Maryanne Stuart MP	1. A raised pedestrian crossing or continuous footpath treatment is the preferred treatment at the entrances to the subdivision as illustrated in LTF Plan 5.1 2. Further community consultation should be considered for the one-	1. The intent of the prompt for LTF advice on this point was not to make this a requirement, but rather to potentially include this for a discussion with the developer. This is noting the recent Transport Investigations in the area.

	way street for Road 01 due to this being a change to the original DA.	2. Consultation requirements for Development Applications are set by the EP&A Act.
Transport for NSW	3. A raised pedestrian crossing or continuous footpath treatment is supported. 4. Conversion of Road 01 supported on the basis of road safety and parking amenity.	3. Noted – refer Council Comment 1. 4. Following receipt of the Local Transport Forum, Council has reviewed Councils Development Control Plan and best practice guidelines and determined that the one-way street conversion is not supported as the development is over 30 dwellings. The proposed conditions detailed in the October 2025 Agenda regarding the one-way operation have been removed and will not form part of the conditions for the sign and line plan. The intent of the prompt for LTF advice was not to make this a requirement but rather raise as a discussion point for potential improvements noting the recent Transport Investigations in the area.

PROPOSAL

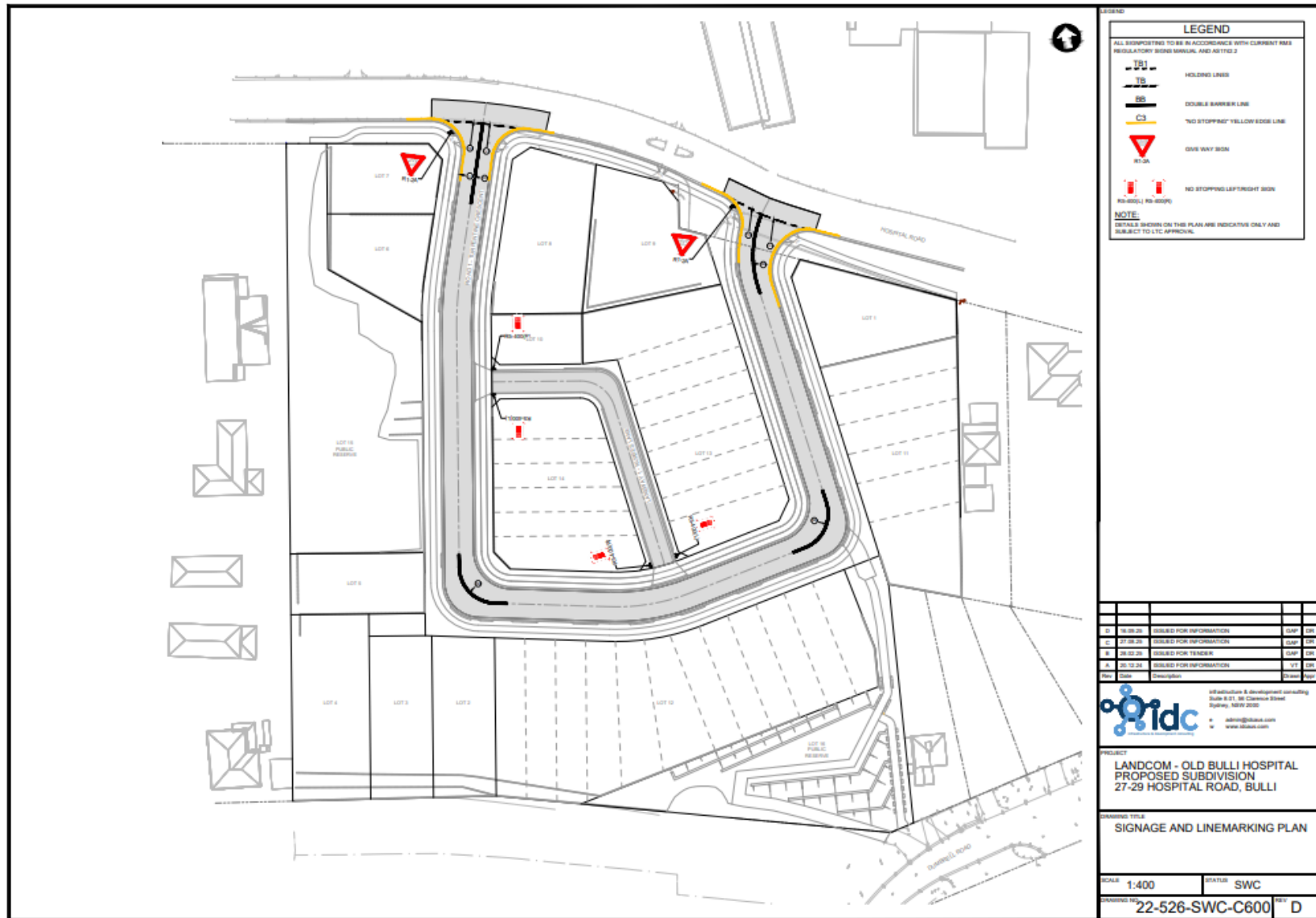
The sign and linemarking plan be approved by Council subject to:

1. Sign and linemarking plan be updated to detail the parking restrictions on Hospital Road and illustrating what is existing vs what is new. Updated plan to be submitted to Council's Transport team for approval to ensure a holistic assessment can be completed.
2. 4P timed parking being implemented on Road 1 (Turpentine Crescent) to ensure consistency with the 4P timed parking restrictions on Hospital Road (8am to 6pm, Monday - Friday). Updated plan to be submitted to Council's Transport team for approval.
3. Yellow NS1 (No Stopping) linemarking be placed at the following locations:
 - a. Kerbs on sharp 90-degree bends in-line with the double barrier dividing (BB) lines.
 - b. Laneway 1 (Nurses Lane) to supplement No Stopping restrictions in the lane.

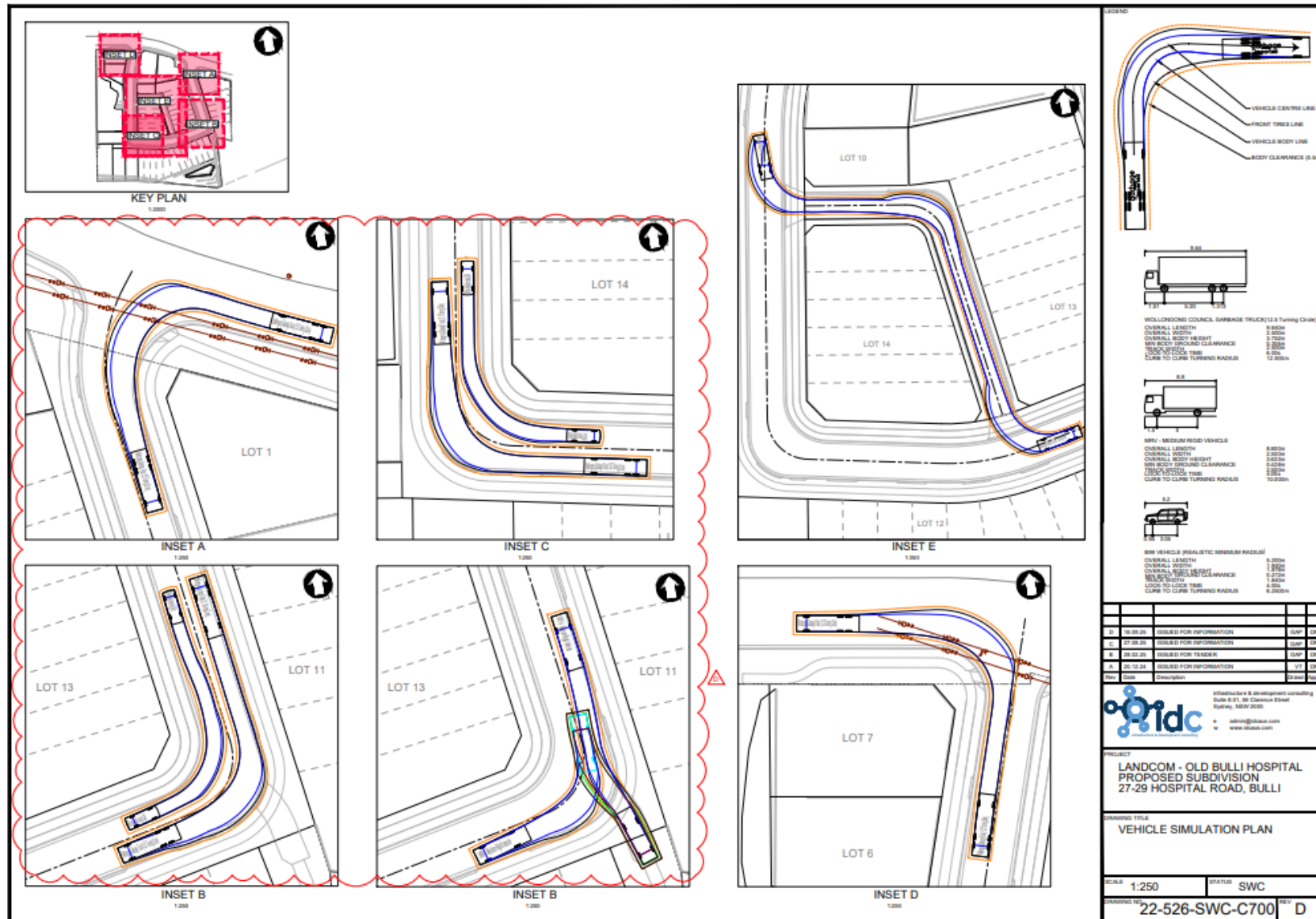
The following advice from the Local Transport Forum be provided to the proponent for consideration:

4. While the DA as approved complies with Council's adopted Development Control Plan controls and the information available at the time of determination, a recent Wollongong City Council Transport Investigation in the area highlighted the need for improved crossing in the Hospital Road precinct. In this regard the LTF acknowledges it cannot mandate design changes but believe it appropriate the developer 'consider' including such a facility to better align with the recent analysis as the change will not warrant a modification to the development consent.

Item 5.1 - BULLI, Hospital Road – Signs and Lines – Page 1 of 2



Item 5.1 - BULLI, Hospital Road – Signs and Lines – Page 2 of 2





6 NOTIFICATION UNDER TEMPORARY DELEGATIONS (FOR INFORMATION ONLY)

6.1 THIRROUL, Amy Street – Ward 1 – Heathcote Electorate – No Stopping Signs

BACKGROUND

Council have been made aware of property access being blocked by parked vehicles at Lot 101 DP268549 located at Amy Street, south of the Seabreeze Place/Amy Street roundabout in Thirroul.

The existing No Stopping sign location and arrows is offset by 7.5m from the end of the street, as such vehicles are parking beyond the signs along both sides of the street, blocking access to the development/property at the end of this street. The proposed vehicle entry/ driveway design of the property would preclude parking in front of the property, that is, parking vehicles will be illegally parked.

It is proposed to replace 1 X R5-400(L) and 1 X R5-400(R) No Stopping signs on existing sign poles with 2 X R5-400(L&R) No Stopping signs, to remove parking in the entire length of the street stub. This will ensure that the driveway access for residents is kept clear for residents, waste collection and emergency vehicles.

The proposed signages will be delivered via operational budget and will be prioritised against other commitments across the Wollongong LGA.

CONSULTATION

- Parking Compliance and Regulation; and Development Assessment teams have been consulted and are supportive of the proposal, because the proposed new driveway would preclude parking in front of the property.
- Noting the affected owners are requesting for the parking change, community consultation is deemed not necessary, and Council to proceed with notification.

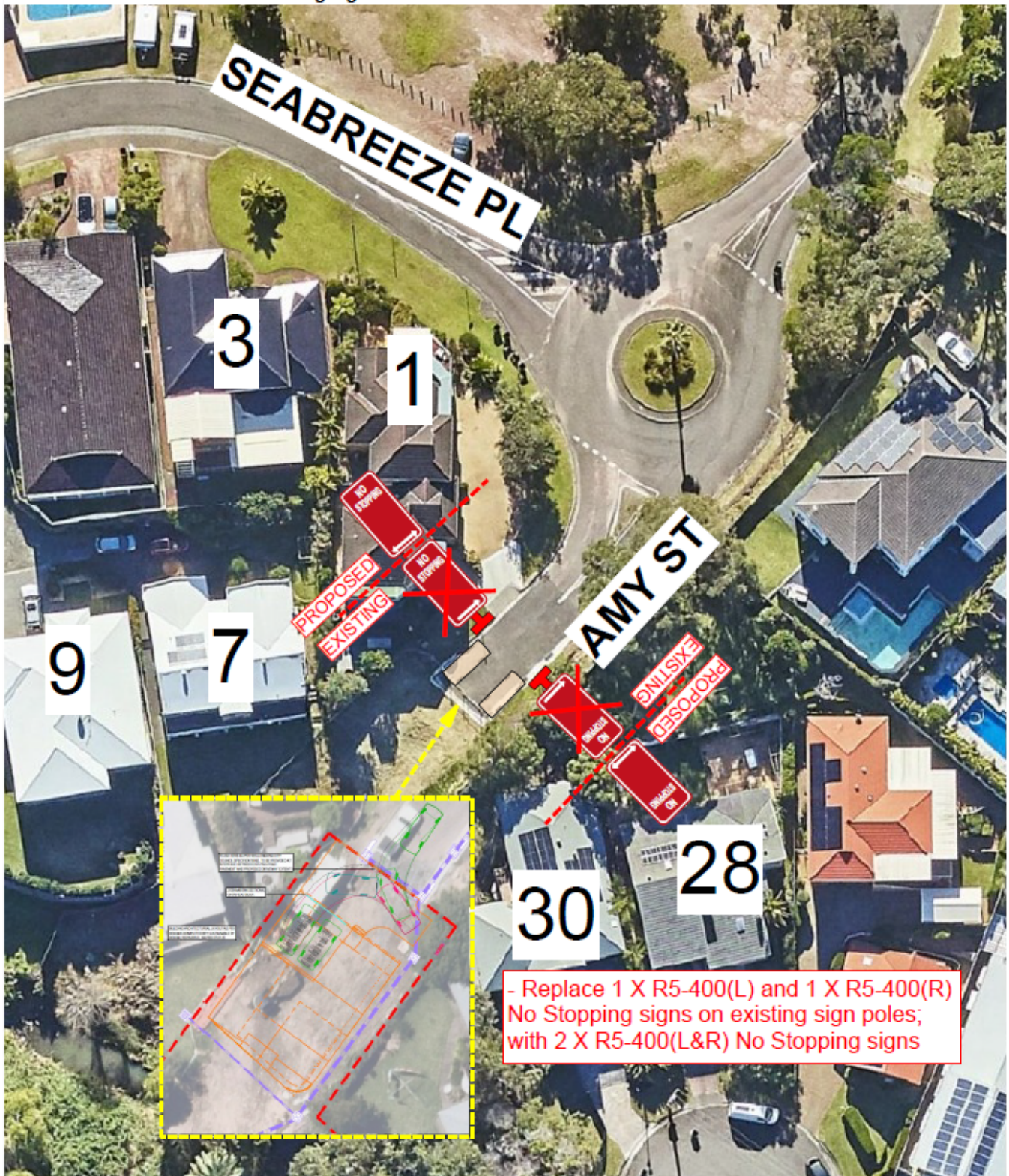
PROPOSAL

The Forum note the approved plan.

Item 6.1 – THIRROUL, Amy Street, No Stopping Signs

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All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



 wollongong city of innovation		Signage Plan				Legend		 Existing Pole		 Proposed Pole			
		No Stopping Sign											
Date	15/09/25	Street	Amy Street				R5-400(R)		R5-400(L)		R5-400(LR)		
Scale	1:500	Suburb	Thirroul				NO STOPPING						
Page	1 of 1	Drawn	JR	Reviewed	N/A								

6.2 TOWRADGI, Towradgi Road – Ward 2 – Wollongong Electorate – Kerb Build Out

BACKGROUND

Council is currently reviewing road safety improvements at the intersection of Towradgi Road and Carters Lane, Towradgi.

As part of this review, Council has observed a concerning behaviour where eastbound drivers on Towradgi Road are using the kerbside lane to pass vehicles turning right into Carters Lane, often driving over the pedestrian crossing. This behaviour poses a safety risk to pedestrians, as drivers are focused on passing a turning vehicle instead of watching for pedestrians which is not an acceptable situation near a pedestrian crossing.

To address the safety concerns, Council will install temporary kerb buildouts on the north side of Towradgi Road. These build-outs, made from durable rubber with internal fill, will:

- Improve driver awareness of pedestrian facility
- Shorten the crossing distance for pedestrians
- Discourage unsafe vehicular passing over the pedestrian crossing.

Turning movements have been assessed, and access to nearby driveways will remain unaffected. No changes to parking restrictions are proposed.

Council's broader road safety investigation in the area is ongoing. This installation is an urgent interim measure to address the immediate safety concerns identified. Construction of the above is scheduled to be completed by the end of 2025. The build-outs will remain in place until a finalised design is developed and ready for implementation.

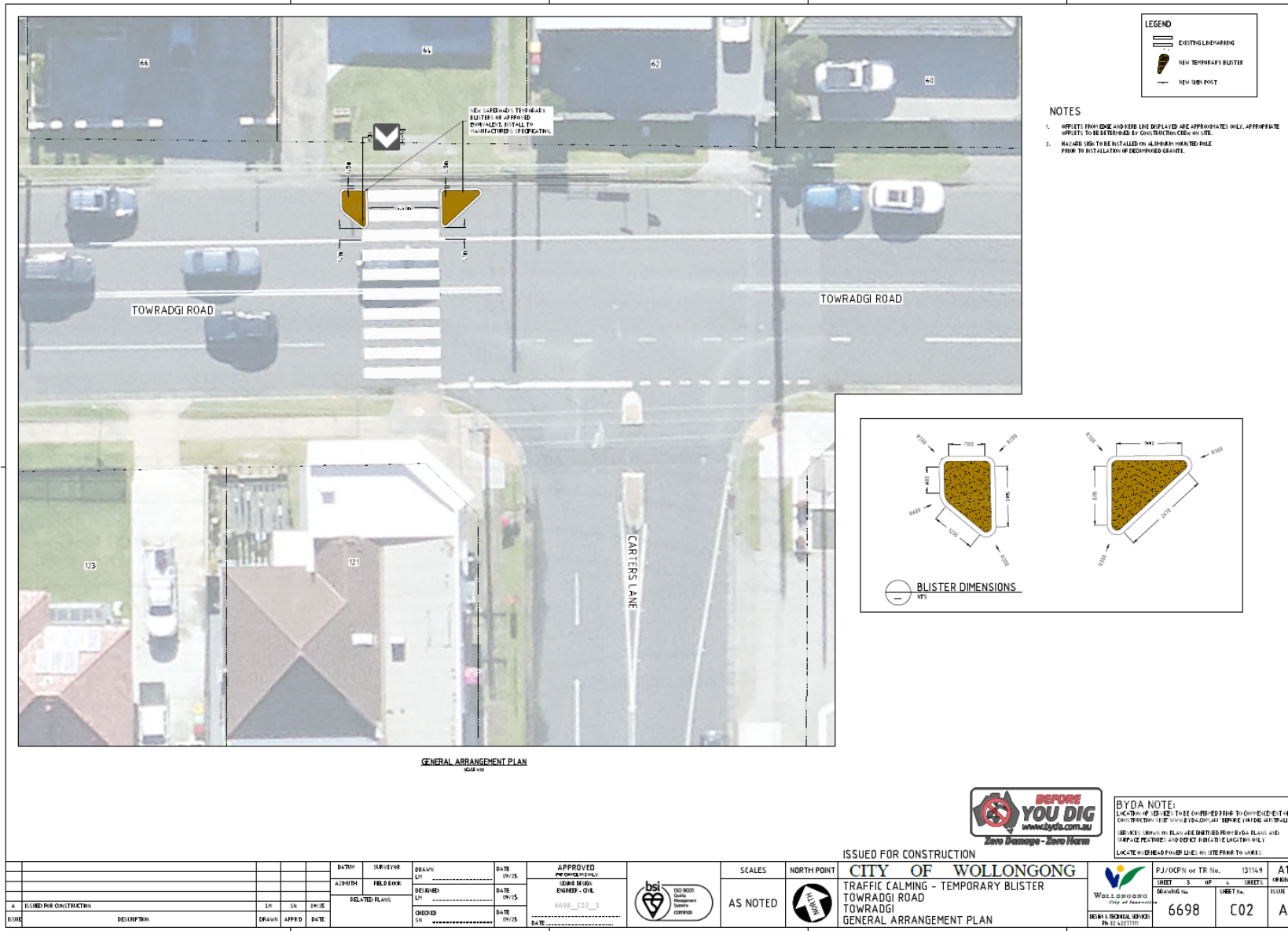
CONSULTATION

A notification letter has been sent to impacted residents to inform them of the temporary infrastructure

PROPOSAL

The Forum note the approved plan.

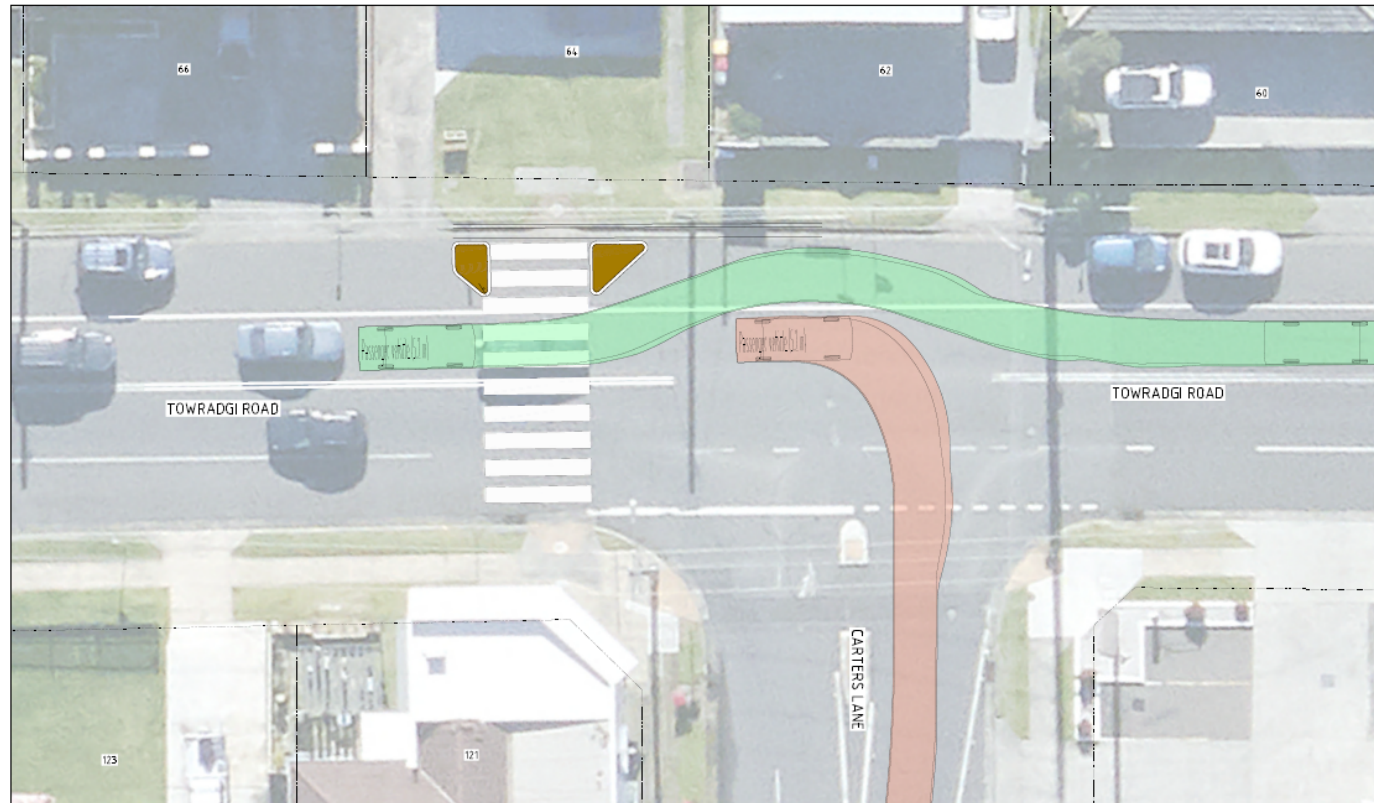
Item 6.2 – TOWRADGI, Towradgi Road, Kerb Build Out, page 1 of 4



Item 6.2 – TOWRADGI, Towradgi Road, Kerb Build Out, page 2 of 4



Item 6.2 – TOWRADGI, Towradgi Road, Kerb Build Out, page 3 of 4



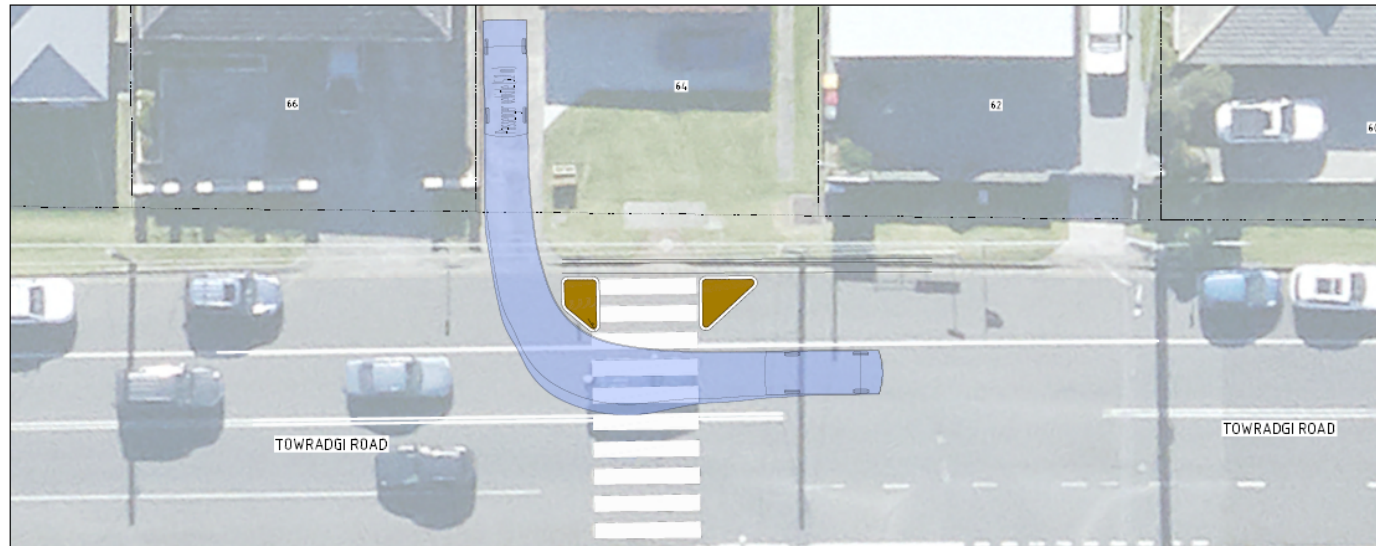
TURN PATHS 01
SCALE 1:50



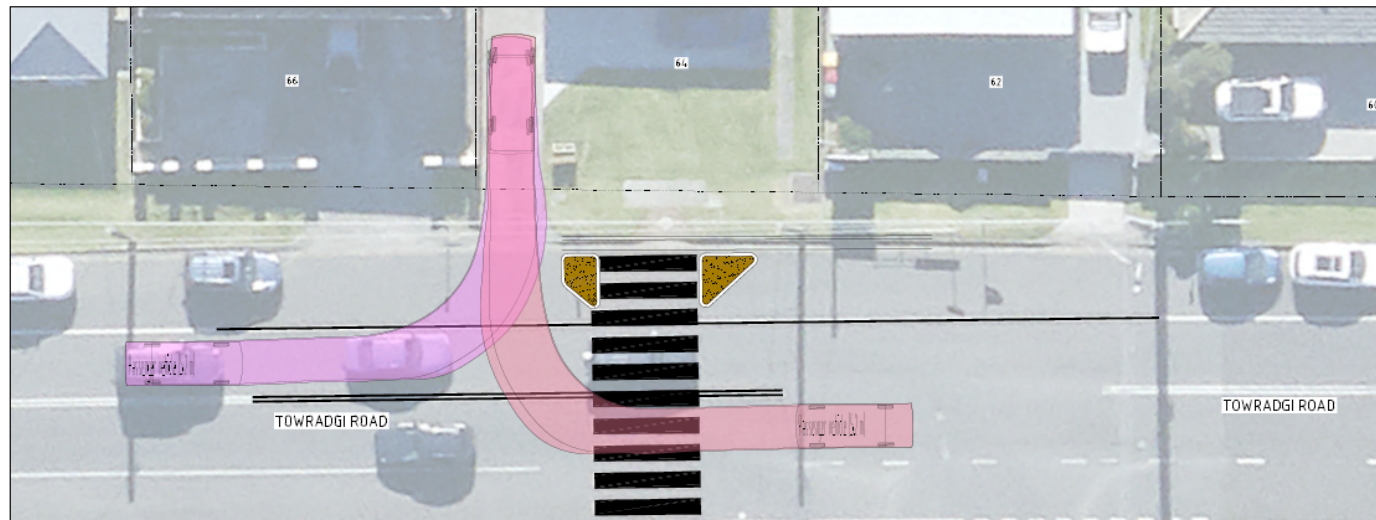
BYDA NOTE:
LOCATION OF BYDA TO BE CONSIDERED PRIOR TO CONSTRUCTION OF
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Item 6.2 – TOWRADGI, Towradgi Road, Kerb Build Out, page 4 of 4



TURN PATHS 02
SCALE 1:100



TURN PATHS 03
SCALE 1:100



BYDA NOTE:
LOCATIONS OF SERVICES TO BE CONSIDERED PRIOR TO CONSTRUCTION OF CONSTRUCTION SITE WORKS BY CONTRACTOR. REMOVE CONDUITS AND TRUNKS SERVICES (WHICH MAY BE DAMAGED BY CONSTRUCTION) PRIOR TO CONSTRUCTION. LOCATE AND MARK SERVICES PRIOR TO CONSTRUCTION. LOCATE AND MARK SERVICES PRIOR TO CONSTRUCTION. LOCATE AND MARK SERVICES PRIOR TO CONSTRUCTION.

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SHEET	3	OF	5	SHEETS
DRAWING No.	6698	SHEET No.	C02	ISSUE
DESIGN & TECHNICAL SERVICES	10/10/2021			

6.3 NORTH WOLLONGONG, Cliff Road – Ward 2 – Wollongong Electorate – Parking Only Signage and Line Marking – For Lifeguards

BACKGROUND

A review conducted in June 2025 assessed lifeguard supervisor access across all 17 patrolled beaches in the Wollongong LGA. While most sites had suitable emergency access, North Wollongong Beach was identified as a key concern due to high public use and limited safe authorised and emergency vehicle access.

Given its role as the central base for Lifeguard Services and the operational challenges identified, there is an operational need for dedicated authorised vehicle access zones to support emergency response and public safety as outlined in the following points:

- Key Lifeguard supervisors require frequent access to respond to emergencies and coordinate with NSW Police and other emergency services.
- Existing access routes at North Wollongong are inadequate, with no dedicated emergency zones and high pedestrian density making vehicle access difficult.
- Upcoming developments will further restrict emergency access.
- Failure to provide dedicated access zones could result in delayed emergency response, increased pedestrian risk, and reputational damage to Council.
- The request is strictly for key operational lifeguard vehicles and emergency vehicles only.

It is proposed to install 2 “Permit Holders and Emergency Vehicles Only 6am - 8pm” signage and accompanying crosshatching line marking across two bays near the intersection of George Hanley Drive and Cliff Road. The proposed benefits of installing signage to designate authorised lifeguard vehicle access zones:

- Improves emergency response times.
- Reduces pedestrian safety risks.
- Supports operational function of the Wollongong lifeguard team.

This signage will be accompanied by a Wollongong council permit system to only allow an approved permit holder (driving an operational vehicle) in addition to emergency vehicles to park in this location.

CONSULTATION

- Given the importance of these works to public safety, particularly with summer season approaching these works are being delivered as a delegated item only requiring a notification to adjacent affected properties.
- The proposed parking changes are on council land and have no adjacent affected properties.

PROPOSAL

The Forum note the approved plan.

Item 6.3 – NORTH WOLLONGONG, Cliff Road – Parking Only Signage and Line Marking – For Lifeguards

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All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



North Wollongong
Beach Access

Legend

Existing Pole
Proposed Pole



Wollongong Council
S632 Sign:
"Permit Holders
and Emergency
Vehicles Only
6am - 8pm"



Date	01/10/25	Street	Cliff Road
Scale	1:500	Suburb	North Wollongong
Page	1 of 1	Drawn	INSERT
		Reviewed	N/A

6.4 WOLLONGONG, Church Street – Ward 2 – Wollongong Electorate – No Stopping Sign Relocation

BACKGROUND

A No Stopping sign relocation is proposed outside 185 Church Street, Wollongong following concerns raised by a customer. The relocation is proposed to reduce persistent instances of parked cars blocking access to the property. The existing location of the No Stopping sign leaves a 1.7m length of kerb between the sign and the driveway to 185 Church Street, resulting in non-compliance.

It is proposed that the No Stopping sign is relocated to the power pole on the far side of the driveway and the redundant 'parallel parking' sign at the same location is removed.

CONSULTATION

Council has notified the property owner at the location of the proposed signage relocation.

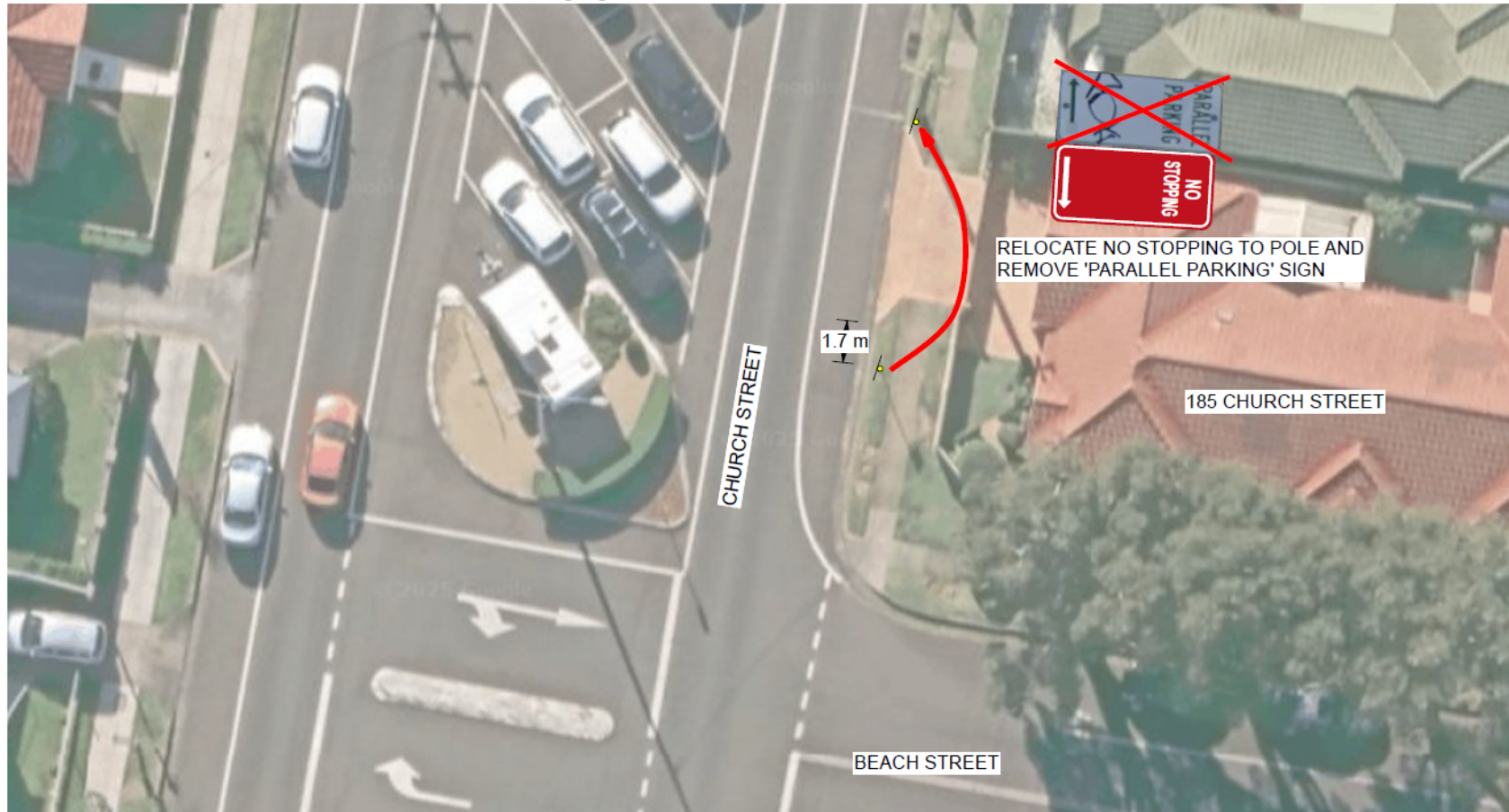
PROPOSAL

The Forum note the approved plan/s.

Item 6.4 - WOLLONGONG, Church Street – No Stopping Sign Relocation

www.invarion.com

All line marking to be installed in accordance with Transport for NSW Delineation Guidelines
All signage to be installed in accordance with AS1742.2



 wollongong city of innovation		Linemarking Plan 185 Church St, Wollongong				Legend  Existing Sign Pole  Proposed Sign Pole			
Date	24/07/25	Street	Church Street			Parallel Parking sign to be removed			No Stopping sign to be relocated
Scale	1:200	Suburb	Wollongong						
Page	1 of 1	Drawn	WG	Reviewed	N/A				

6.5 CORDEAUX HEIGHTS, Staff Road – Ward 2 – Keira Electorate – Subdivision Speedhumps

BACKGROUND

Maker consulting Service has reviewed the Staff Road, Cordeaux Heights flat top speed humps previously approved under Traffic Committee Item 5.1 on 8 August 2023. The speed humps were originally designed at approximately 8.5m in length. After considering both the Cordeaux Heights Traffic Impact Assessment and the Austroads Guide to Traffic Management, Part 8, Local Street Management, they are proposing updates to both the dimensions and finish of these devices.

The Traffic Impact Assessment confirms that the subdivision is not on a bus route. Therefore, the extended 8.5m platform length is not necessary as per Austroads (section 8.2.3). Furthermore, it states that a shorter flat-top platform (in length) is more effective at reducing speeds (section 8.2.5).

It is proposed to adopt the standard Austroads dimensions for flat-top speed humps, comprising a 2 m flat-top platform with 1:20 ramp gradients, thus achieving a total of 5m. This further promotes the intended speed control outcomes aligning with LATM principles.

A summary of the original Traffic Committee submission is in italic below for reference:

As a requirement of the development consent the developer is required to submit a signs and lines plans plan for Council approval. The road design and layout has been prepared and approved as part of the development application assessment. The plans are designed in accordance with AUSTROADS Guide to Road Design, Council's Development Control Plan and Council's Subdivision Policy.

The subdivision is a 38 lot residential subdivision of land at Lot 1 DP534849, 132 Staff Road, Cordeaux Heights and associated works including roads, tree removal, earthworks, drainage, utilities infrastructure and landscaping.

The Development Consent was approved through a Court Order, and the site is highly constrained by steep slopes. Traffic Committee is to note that the Approach Sight Distance (ASD) from Callistemon Road approaching Staff Rd does not comply with minimum Austroads requirements. This road is at a grade of 18% for approximately 90m, which is the maximum allowed for steep roads in the Wollongong Council Subdivision Policy, and the minimum Vertical Curve complies. To meet the ASD requirements, significant filling would be required which would result in a steeper noncompliant road, and retaining walls within Council Road reserves, which is highly undesirable from an asset maintenance perspective.

As such, a Give Way ahead sign, and BB line marking has been proposed to notify motorists of the intersection ahead. It should also be noted that, due to the grades, it will likely be a low-speed road with only local traffic from 5-6 dwellings.

Traffic Committee to also note that Safe Intersection Sight Distance (SISD) at Callistemon/Staff Rd does not comply with Austroads, however a speed bump has been proposed to the west to slow motorists and therefore create a compliant SISD. This is also compliant with Wollongong Council Subdivision Policy of traffic calming every 150m.

CONSULTATION

Previous consultation (from original Traffic Committee submission) is in italic below for reference:

- Consultation and notification to adjoining and affected residents of the development is undertaken during the development application process.*
- Consultation with relevant stakeholders such as utility providers and TfNSW (where applicable) is also a requirement of the design process of the development application and the detailed design.*

PROPOSAL

The Forum note the changes.

6.6 DAPTO, Byamee Street – Ward 3 – Shellharbour Electorate – No Parking Police Vehicles Excepted

BACKGROUND

Council received a request from staff at Dapto Police Station to replace missing signage on Byamee Street, Dapto. NSW Police raised that due to operational changes at the station, the existing “No Parking – Police Vehicles Excepted” control was excess to the needs of the station, and requested it be reduced.

It is proposed to relocate existing No Parking Police Vehicles Excepted signs and replace missing 45-degree angle rear to kerb parking signs. The length of the No Parking restriction is to be 15m, which allows for 4 police vehicles to park.

These works will likely be delivered sometime in FY2025/2026, but specific timing has not been determined.

CONSULTATION

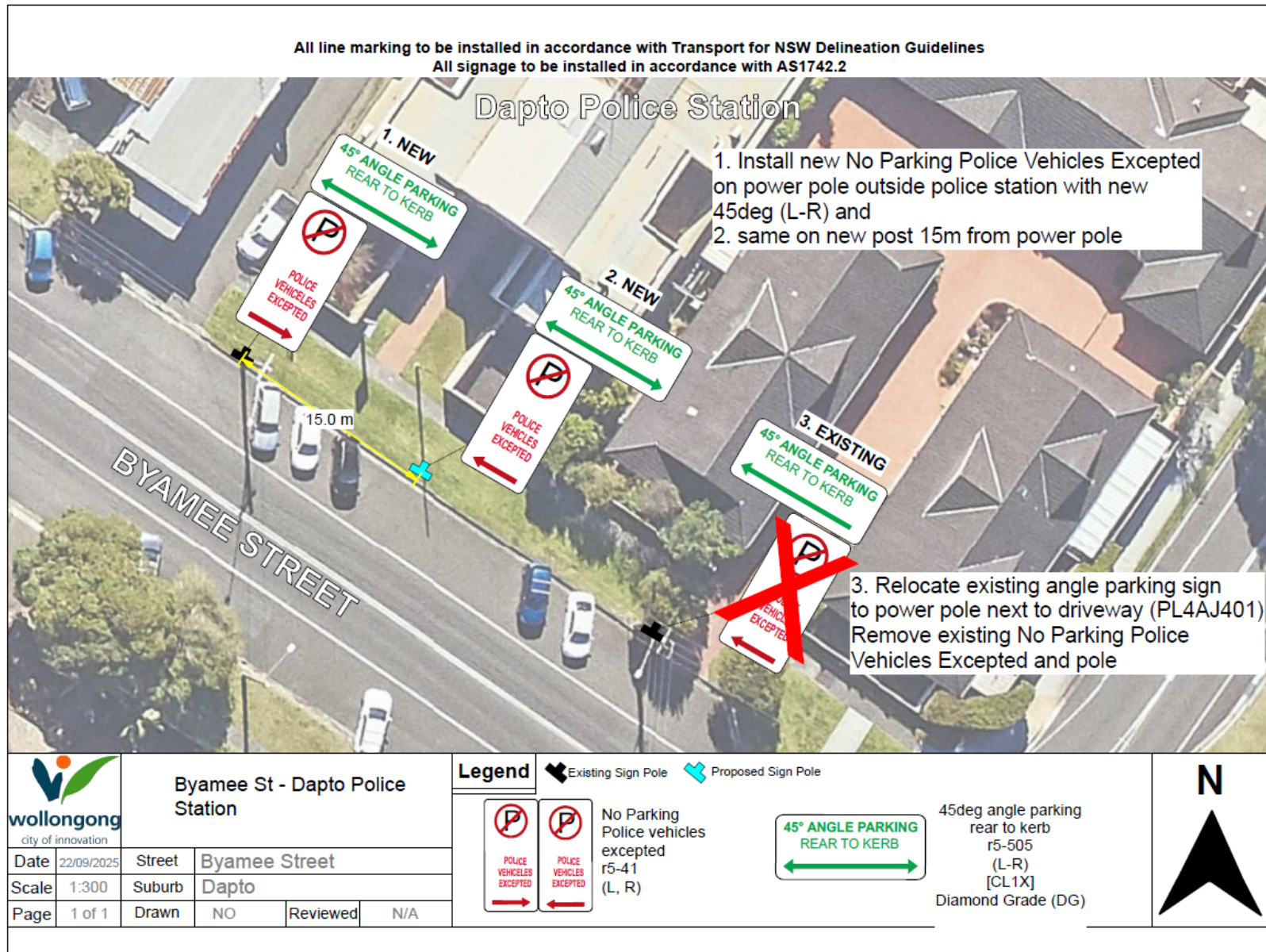
Consultation has occurred prior to the Local Transport Forum with NSW Police. They supported the proposal and confirmed the length of the control.

PROPOSAL

The Forum note the attached plan.

Item 6.6 – DAPTO, Byamee Street – No Parking Police Vehicles Excepted

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7 DOB IN A HOON (POLICE MATTERS)

Items for NSW Police to acknowledge for appropriate monitoring and enforcement action.

STREET	SUBURB	CONCERN	TIMES RAISED THIS YEAR
Towradgi Shared Path	Towradgi	Reports of unsafe e-bike riding and near misses.	2
Bourke Street	Fairy Meadow	Reports of vehicles disobeying the No Right Turn control into and out of Bourke Street, Fairy Meadow at the intersection with Princes Highway. Reported to occur during AM and PM peak times.	1
Gipps Road	Gwynneville	Reports of suspicious activity on Gipps Road between Gwynneville and Keiraville	1
O'Briens Road	Figtree	Speeding dangerously and performing burnouts both during the day and nighttime.	1
Gibsons Road	Figtree	Reports of drivers speeding on this road.	1

Police acknowledged the 'dob in a hoon' items for future monitoring and appropriate action.

8 LATE ITEM

8.1 WOLLONGONG, WIN Stadium – Ward 2 – Wollongong Electorate – Nitro Circus – Class 2

BACKGROUND

Council is proposing to use its delegations from Transport from NSW (TfNSW) detailed in the online delegation instrument to approve this event. TfNSW, NSW Police and Public Transport Operators have been notified of the event by Council on 28 October 2025.

The Nitro Circus is proposed for Friday 7 November 2025 between 6pm to 9.30pm at Win Stadium. It is expected that approximately 10-12,000 people will attend. Nitro Circus, a global sports entertainment leader, creates electrifying live events and unbelievable original content that simultaneously exhilarates, captivates, and inspires thrill-seeking fans worldwide.

The main road closures will be place on Friday 7 November from 4pm to 10pm. Ingress will occur from 4pm to 7.15pm. There is a shift in the TGS plan at 7.15pm to 10pm for egress. Impacted roads include Harbour Street, Burelli Street and Stewart Street.

A plan is also in place for bump in and bump out between Thursday 6 November 7am to 5pm and Friday 7 November 8am to 12pm.

CONSULTATION

The event organiser has notified/consulted already with the following stakeholders:

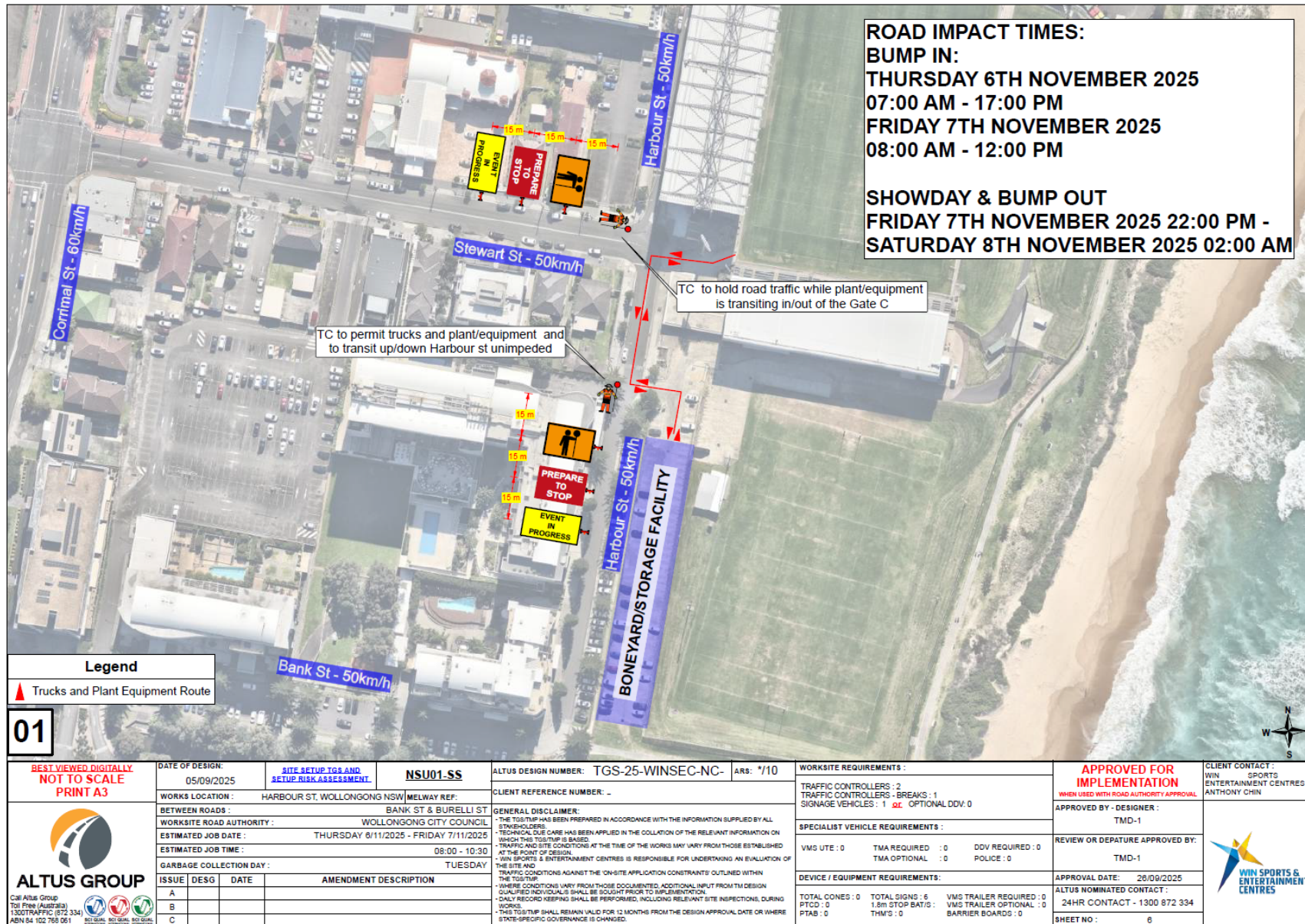
- NSW Police.
- Public Transport Operators Dion's Buses and Premier Illawarra.
- Nearby construction sites such as Level 33 (Corner Crown/Harbour Street).
- Community consultation is a requirement of approval.

PROPOSAL

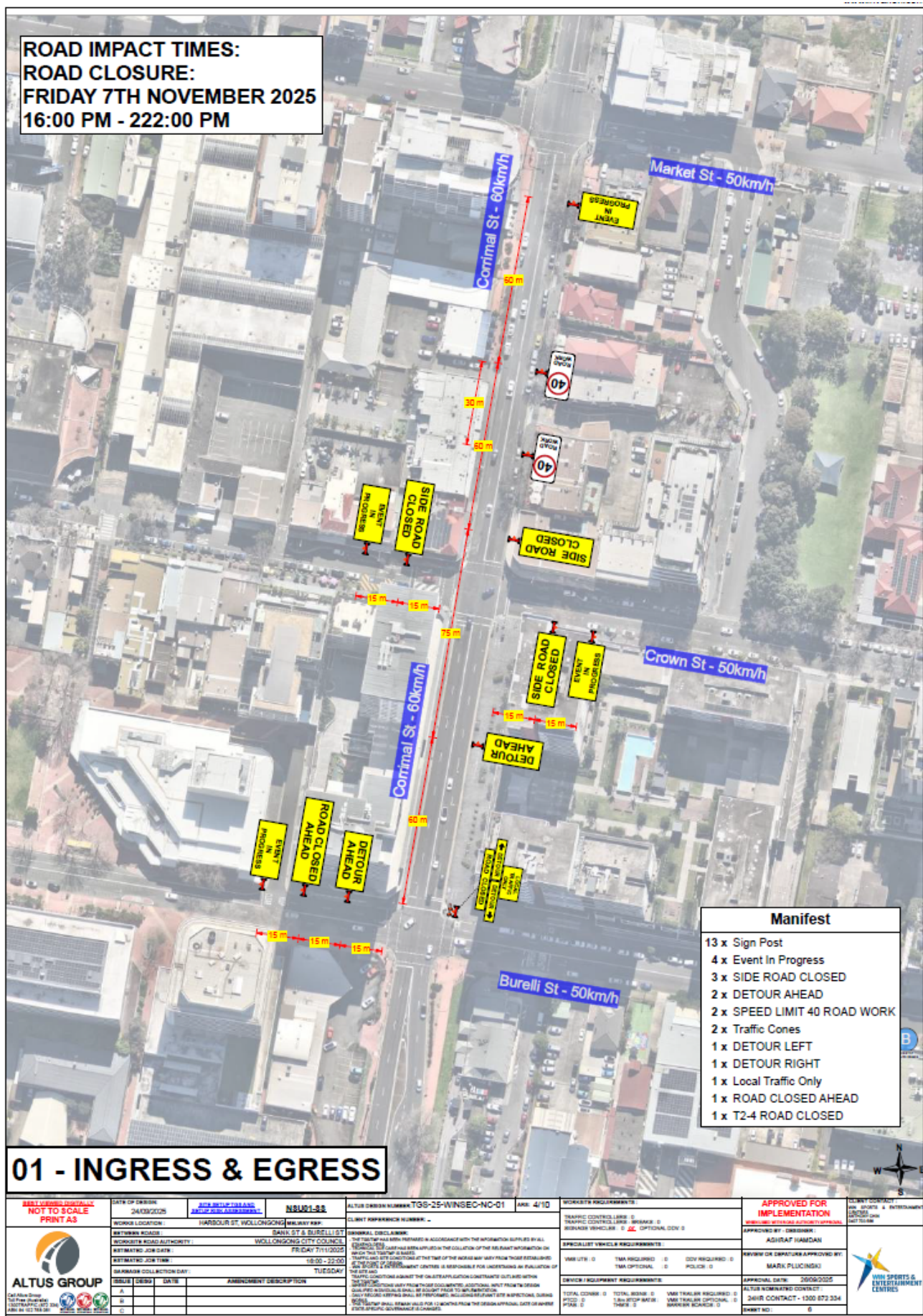
The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to:

1. [Council's Standard Conditions for Road Closures.](#)
2. Updating timing on Traffic Guidance Scheme (TGS) to break up the Ingress and Egress times. The timing currently overlaps on the plan and should be split to show: *Ingress: 16:00-19:15 and Egress: 19:15-22:00.*
3. Installing "Side Road Closed" signs on 3A (Egress) for Corrimal Street (southbound) to provide advanced warning of Stewart Street as well as Burelli Street closure (northbound and southbound).
4. Provide "Road Closed Ahead" signs for plan 3A (Egress) for Stewart St and Burelli Street eastbound. Stewart Street currently shows the sign "Side Road Closed" which is incorrect.
5. Removing "Side Road Closed" for Stewart Street (eastbound and westbound) on approach to Corrimal Street.
6. Monitoring and actioning any issues with the nominated turn around areas located on Stewart and Burelli Street (Plan 3A - Egress) to safely manage pedestrian safety and congestion at these locations. This may include providing additional traffic control at the turn around point on Stewart Street.

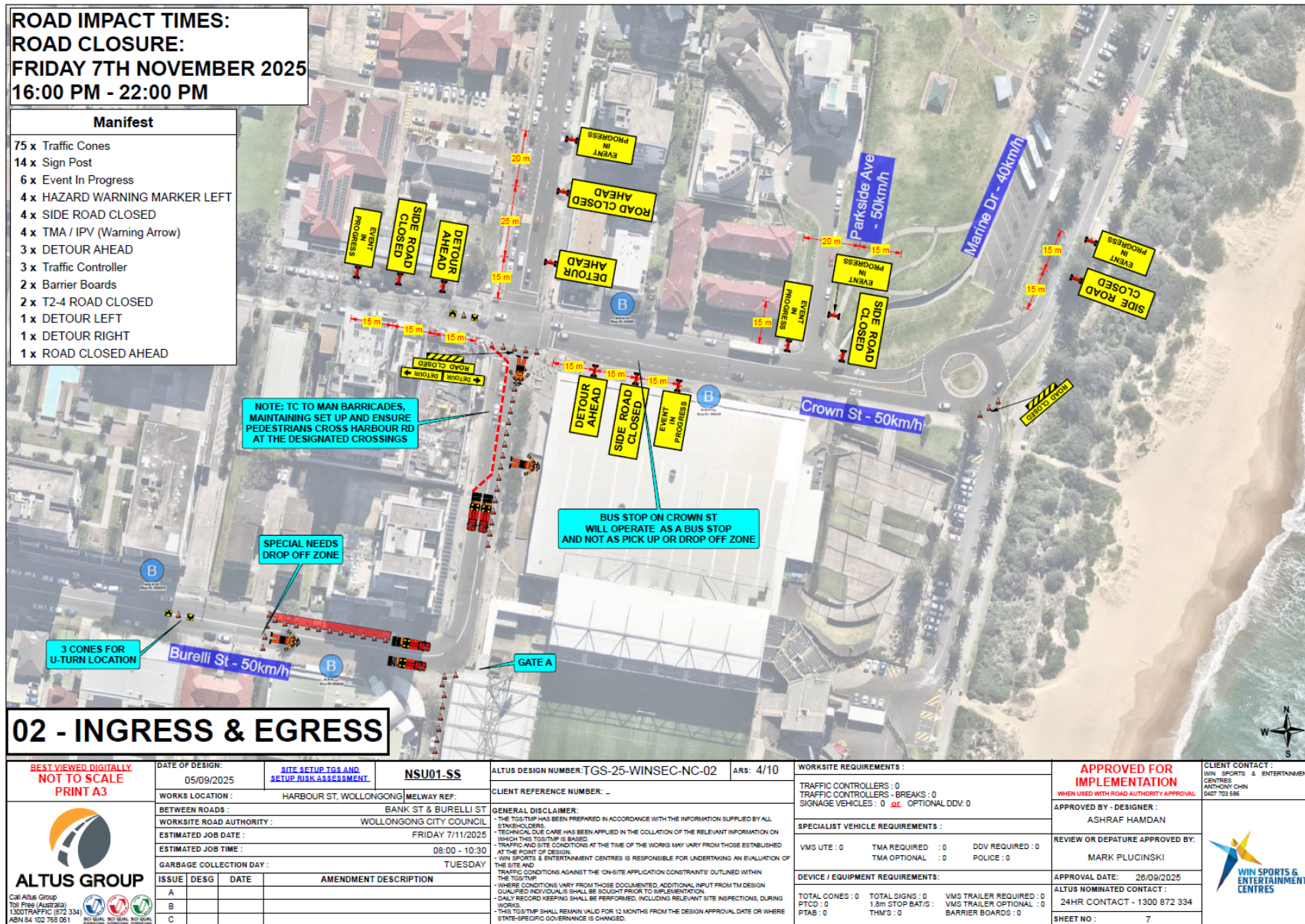
Item 8.1 – WOLLONGONG, Win Stadium – Nitro Circus – page 1 of 5



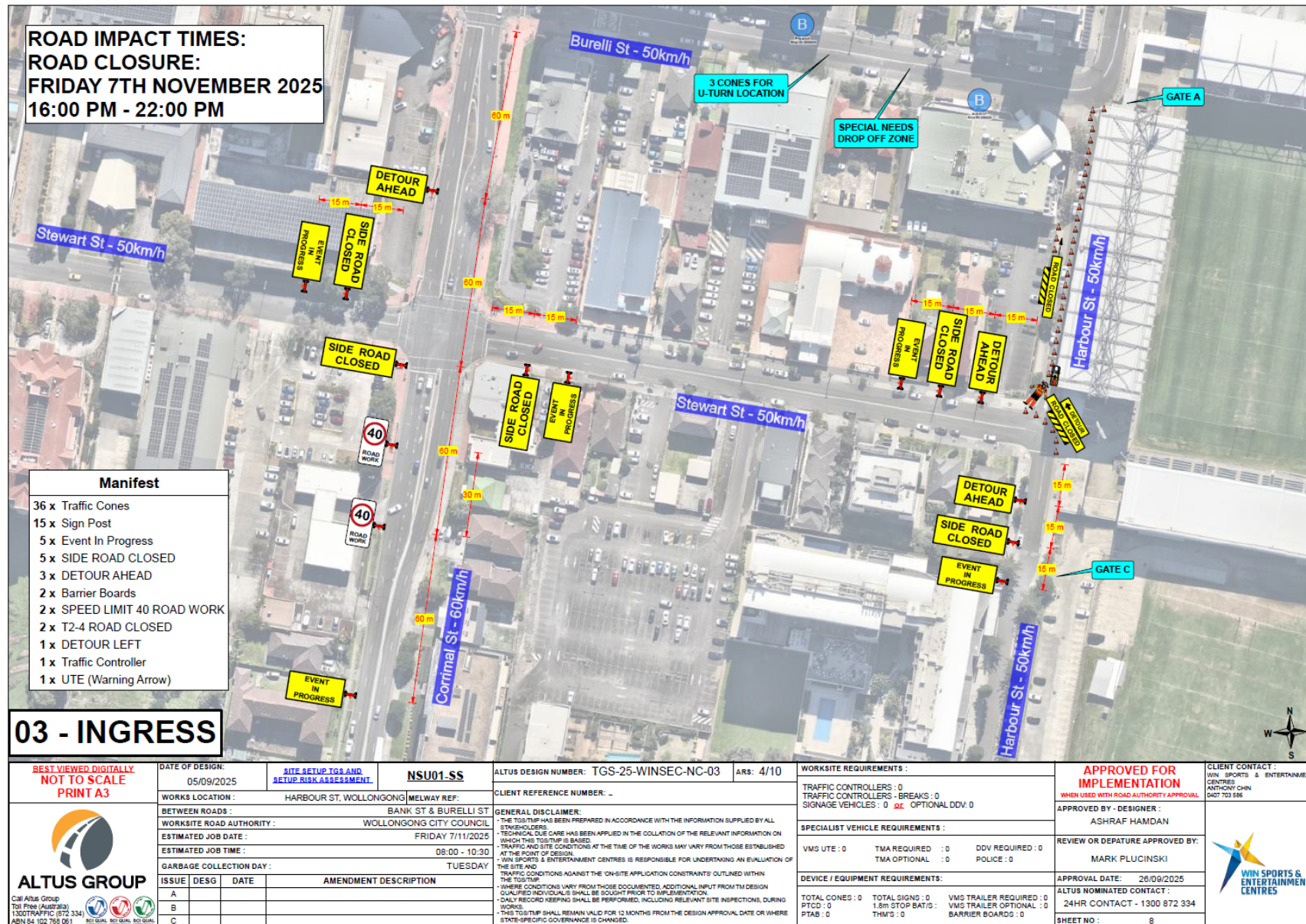
Item 8.1 – WOLLONGONG, Win Stadium – Nitro Circus – page 2 of 5



Item 8.1 – WOLLONGONG, Win Stadium – Nitro Circus – page 3 of 5



Item 8.1 – WOLLONGONG, Win Stadium – Nitro Circus – page 4 of 5



Item 8.1 – WOLLONGONG, Win Stadium – Nitro Circus – page 5 of 5

