

WOLLONGONG CITY COUNCIL

Traffic Committee Agenda

11 March 2025



TUESDAY 11 MARCH 2025

9.15 AM

PURPOSE OF MEETING

The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council however a Technical Committee of Transport for NSW (TfNSW). The Committee operates under the authority conferred to Council by TfNSW under the Transport Administration Act 1988. Council has 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).

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.

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 Force, Transport for NSW, the Local State Member of Parliament (for the location of the issue to be voted upon), and a representative of Wollongong City Council.
- If TfNSW or NSW Police Force disagrees with 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 the Minutes being published on the Council's website. 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 General Manager can only resolve 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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1 STANDING AGENDA ITEMS

1.1 Welcome

1.2 Acknowledgement of Country

"We pay our respects to and acknowledge the traditional custodians of Dharawal Country, the land on which we meet, and pay our respects to Elders past, present and those emerging. We also extend our respects to Aboriginal and Torres Strait Islander people"

1.3 Declarations of Interest

Choose an item.

1.4 Business Arising from Previous Meeting

Choose an item.

2 GENERAL ITEMS - No Items

3 REGULATION OF TRAFFIC ITEMS

3.1 PORT KEMBLA, Military Lane – Ward 3 – Wollongong Electorate – Port Kembla Festival

BACKGROUND

The Port Kembla Festival event organiser has submitted a Development Application (DA-2024/55) for an event to Council to close Military Lane, Port Kembla for the Port Kembla Festival (event) on Saturday 12 April 2025 from 12pm till 11:45pm. Military Lane is a one-way street southbound; the closure would be in place from Fitzwilliam Street to Allan Street. There will be no formal access provided at either end of the closure on event day. Seeking LTC approval for this road closure to support the event is a condition of the DA.

The laneway stage will be situated directly behind The Iron Yampi (one of the venue partners). It is expected that approximately 2,000 people will attend with approximately 300 using the laneway at any one time. Bump In will occur 6am to 12pm, Saturday, 12 April 2025 and Bump Out will occur 9am to 2pm Sunday, 13 April 2025.

The majority of surrounding businesses are not open on the weekend and those which are open, will be involved in the festival.

CONSULTATION

The following consultation has been undertaken, or is proposed to be undertaken:

- Consultation and notification to adjoining and affected residents of the event was undertaken during the Development Application process.
- The event was raised with the Port Kembla businesses chamber and was supported.
- NSW Police have been contacted through the DA process and will have an opportunity to review the plans in the Traffic Committee also.
Notification to businesses prior to event (2 weeks and 48 hours) to ascertain access needs.
- Prior to event (before 12pm of event day) foot and vehicle access is allowed, with guidance from security, event staff or traffic controllers.
- On the day following the event (following 12pm of event day), foot access is allowed, with guidance from security, event staff or traffic controllers.
- An Emergency Management Plan was provided as part of the Development Application.

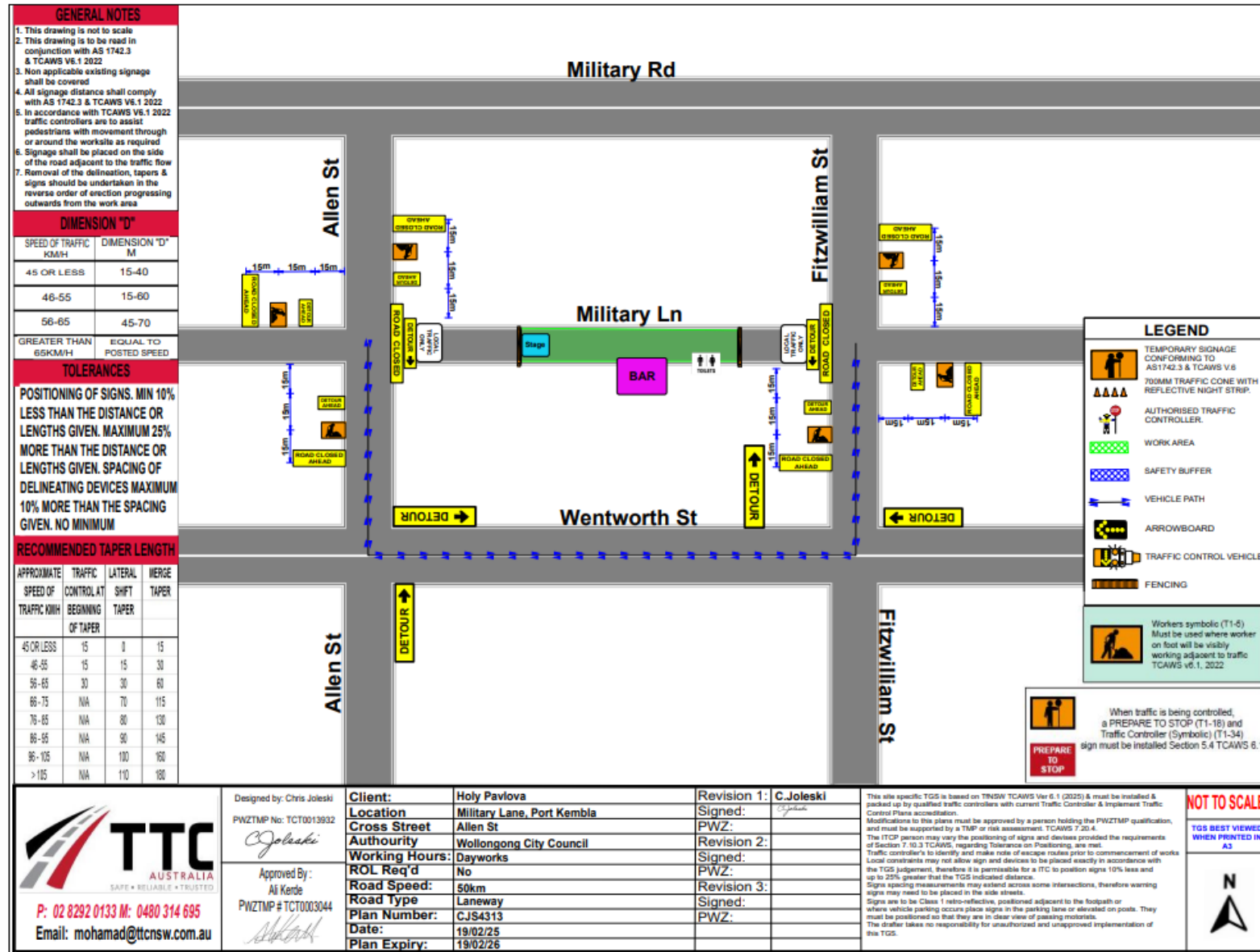
PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures](#).
- 2 Providing vehicle mitigation either side of the closure in consultation with NSW Police.
- 3 The plans are reviewed and endorsed by Council's Events Team.

Item 3.1 - PORT KEMBLA, Military Lane – Port Kembla Festival

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3.2 PORT KEMBLA, Wentworth Street and Surrounding Streets – Ward 3 – Wollongong Electorate – Place to Be (Filming)

BACKGROUND

Council has received a road closure application for a filming activity 'Place to Be' for Monday 7 April 2025 to Thursday 10 April 2025 (inclusive) from 8am till 8pm each day. Specific times of the shoot are still to be confirmed, but filming will likely commence from midday/afternoon into the night time.

Shooting days are Tuesday 8 April - Thursday 10 April 2025 with the Monday (7 April 2024) closure being requested to assist with site preparation works at 'The Servo' (if required). The production company has noted that the road closure will be in place prior to Essential Vehicles parking and other equipment being delivered to the location.

Emergency services will be given access at any time and buses will be given priority access and buses will be held for up to 3 minutes, however they are willing to implement an alternative bus route via Military Road if required/ preferred by Premier Illawarra. So far this has not been accepted by Premier Illawarra.

Local resident access will be maintained at all times. Long and large vehicles will also be granted access through the road closure if they cannot turn around at the closure on Darcy Rd. The amended TGS addressed vehicles travelling the incorrect direction down Military Lane; traffic will be held between filming takes and then released through the traffic closure.

The traffic management company representing the filming application has stated that HVM is not deemed required noting crew and cast to be within and around the film area and not on the road.

Pages 1-2 attached are the proposed TGS plans for the closure. Page 3 of 3 is a back-up plan should the road closure not be supported.

CONSULTATION

The production company have emailed Police, Ambulance and Premier Illawarra. Due to the timeframe, responses have not yet been received however are expected in the coming days and will be forwarded to Council.

At the time of writing the report, businesses and residents had not been notified however will be via a letterbox drop on the week commencing 3 March 2025.

Premier Illawarra has been consulted with prior to the submission.

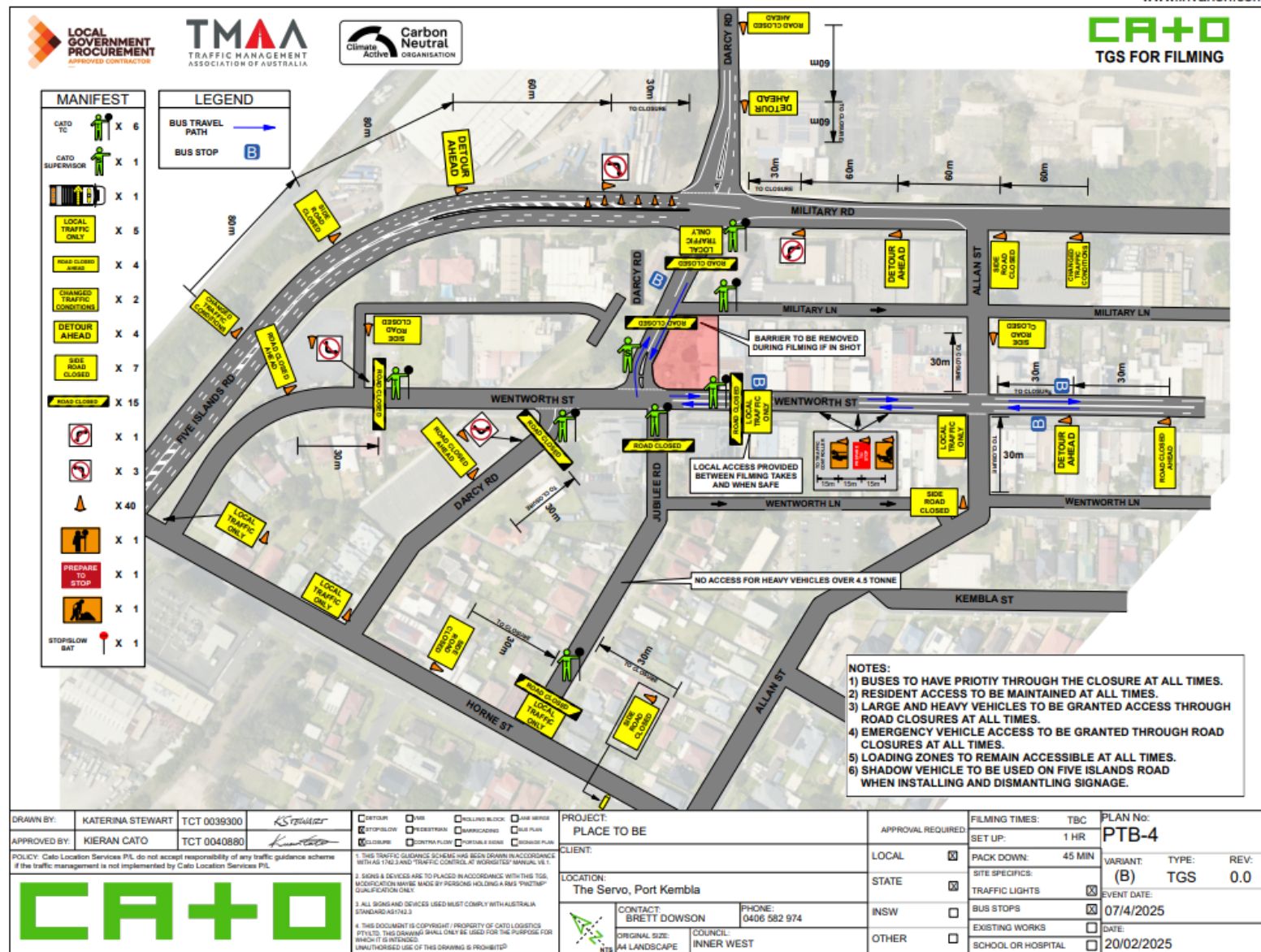
PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Buses being held for no more than 3-minutes during filming but ideally be given priority at a much lesser time where possible. This is to ensure bus servicing is maintained for the community during closure times.
- 3 No Entry, buses excepted signage being placed on Darcy Road south-west of the Military Road intersection (for westbound traffic). This is to be supplemented by "Left Only" and "Right only" turn signs with "buses excepted" signs being placed on Darcy Road north-east of the Military Road intersection (for westbound traffic). These inclusions are to reduce the likelihood of traffic wishing to proceed straight on Darcy Road from queuing across the Military Road/Darcy Road intersection.
- 4 Noting that road closure is the mechanism proposed, no information has been provided as to how vehicles will turn around at several closure points. Whilst it is noted long/large vehicles will be permitted to move through the closures, other vehicles may have to perform U-turns and no swept path checks have been confirmed to date. Further, holding the vehicles for 3 minutes may increase driver aggression. As such, under the road closure proposal, additional road closure signs and traffic controllers are to be placed at additional intersections to manage this risk:
 - a) Wentworth Street to the north of the intersection of Wentworth Street/Allen Street. Vehicles can then be detoured east/west via Allan Street around the closure.
 - b) Wentworth Street to the north of the intersection of Wentworth Street/Horne Street. Vehicles can then be detoured north/south via Horne Street around the closure.
 - c) Darcy Road to the north of the intersection of Darcy Road/Horne Street. Vehicles can then be detoured north/south via Horne Street around the closure.

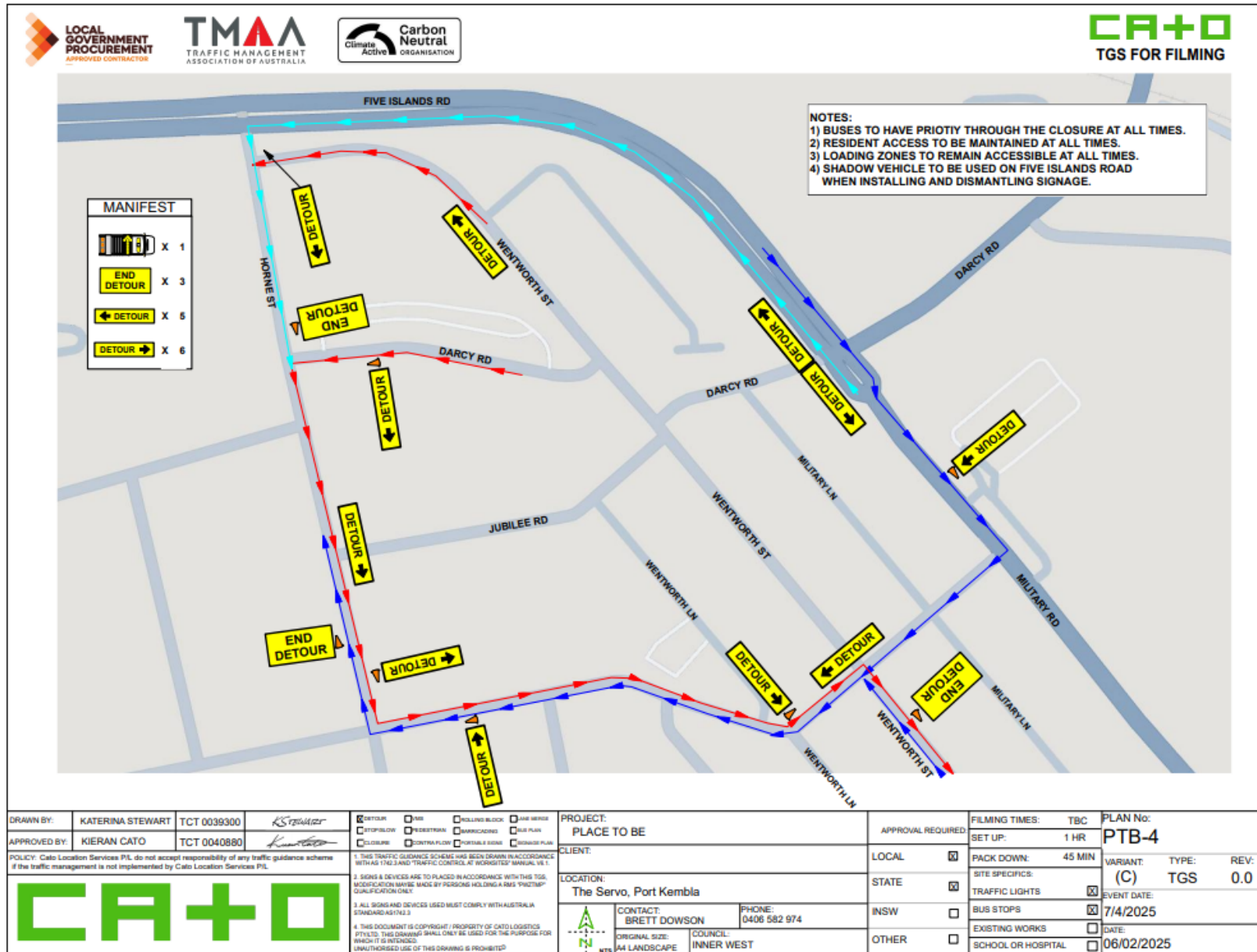
- 5 (OPTIONAL) As an alternative to condition 4 above, should all traffic be permitted to travel through the road closure at intervals of 3-minutes and be managed safely by traffic controllers, the applicant may install several "side road closed" signs at key locations to provide additional advanced warning and reduce conflicts near the filming area. Locations include:
- a) Allan Street (near the Wentworth Street intersection for both east and westbound traffic)
 - b) Horne Street (near the Darcy Road intersection for both north and southbound traffic)
 - c) Horne Street (near the Wentworth Street intersection for both north and southbound traffic)

Item 3.2 - PORT KEMBLA, Wentworth Street and Surrounding Streets – Place to Be (Filming) – Page 1 of 3



Item 3.2 - PORT KEMBLA, Wentworth Street and Surrounding Streets – Place to Be (Filming) – Page 2 of 3

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3.3 WOLLONGONG, Various Streets – Ward 2 – Wollongong Electorate – Dawn Service and Anzac Day March 2025 (Class 2)

BACKGROUND

The annual Anzac Day Dawn Service and March is proposed to occur on Friday 25 April 2025. The City of Wollongong RSL sub-branch is planning and implementing the Wollongong ANZAC Day Dawn Service and March. Wollongong RSL sub-branch are the designated Event Organiser and Chief Marshal for the event and have overall responsibility for this activity.

Wollongong City Council's role is to manage road closures, traffic control and HVM for the event. Council also plays a support role ensuring all stakeholders are engaged.

Anzac Day comprises of two separate events held on the same day:

1. Dawn Service:

- **Date:** Friday 25 April 2025
- **Location:** Wollongong Cenotaph and Church Street (between Burelli St and George St)
- **Event Time:** 5.00am – 6:00am
- **Road Closure times:** 4:30am – 6:30am
- **Expected Attendance:** 2,000 – 4,000 people

2. ANZAC Day March:

- **Date:** Friday 25 April 2025
- **Location:** MacCabe Park and CBD surrounding streets
- **Event Time:** 10:00am – 11:00am
- **Road Closure times:** 9:00am – 12:00pm
- **Expected Attendance:** 3,000 – 7,000 people

The following road closures will be in place. Road closures will open as soon as it is safe to do so once the March has passed through.

ANZAC Day Dawn Service Road Closure – 4:30am – 6.30am

- Church Street, between George and Burelli Streets
- Stewart Street, between Church and Kembla Streets

ANZAC Day March Road Closure – 9am – 12pm

- Crown Street, between Kembla and Corrimal Streets
- Burelli Street, between Keira and Corrimal Streets
- Stewart Street, between Church and Kembla Streets
- Church Street, between Crown and George Streets
- Kembla Street, between Market and Stewart Streets
- Simpson Place, between Burelli and Kembla Streets

No parking from 2am until midday on the following roadways:

- Kembla Street, between Market and Stewart Streets
- Burelli Street, between Corrimal and Keira Streets
- Church Street, between George and Burelli Streets

The following roads will be closed but residents will be permitted to access:

- Kembla Street, between Market Street and Court Lane – residents may exit Court Lane onto Market Street only
- Crown Street, between Moore Lane and Corrimal Street – residents may exit Moore Lane onto Crown Street only (residents will be unable to enter Moore Lane during road closure times)
- Burelli Street, between Town Hall Place and Corrimal Street – residents may enter and exit Burelli St
- Stewart Street, between Church Street and Kembla Street – residents may enter and exit Stewart Street

The Event is a Class 2 as per the criteria in the NSW Special Events Guide. The methods of accessing the event will include public transport, private vehicle and walking to event precinct, bike/scooter, walking, taxi or bus.

CONSULTATION

Consultation has occurred prior to the local traffic committee with:

- Anzac Day Stakeholder Committee – comprises of RSL representatives, WCC and Wollongong Police representatives, monthly meetings in the lead up to event date. Starting 25 February 2025.
- Police Wollongong Area Command – Police will be involved in stakeholder planning meetings to discuss the event, traffic plans and police presence. TMP & TGS draft 1 forwarded to Police for comment on 21 February 2025.
- All Agencies Major Events Meeting to be held Thursday 27 February 2025.
- Premier Illawarra Bus Company – will be contacted.
- Illawarra Taxi Network - will be contacted.
- Community Notification – WCC will distribute Road Closure Notification Letters to impacted residents in April 2025.
- Businesses – WCC will ensure consultation and road closure information is forwarded to impacted CBD businesses, this includes Crown Street mall.
- Targeted consultation will occur with businesses on Lower Crown Street due to the one-way nature of Crown Street and limited access to businesses during the March road closures. WCC will also consult with Woolworths to understand key delivery times on Anzac Day and to advise of managed access into Woolworths.

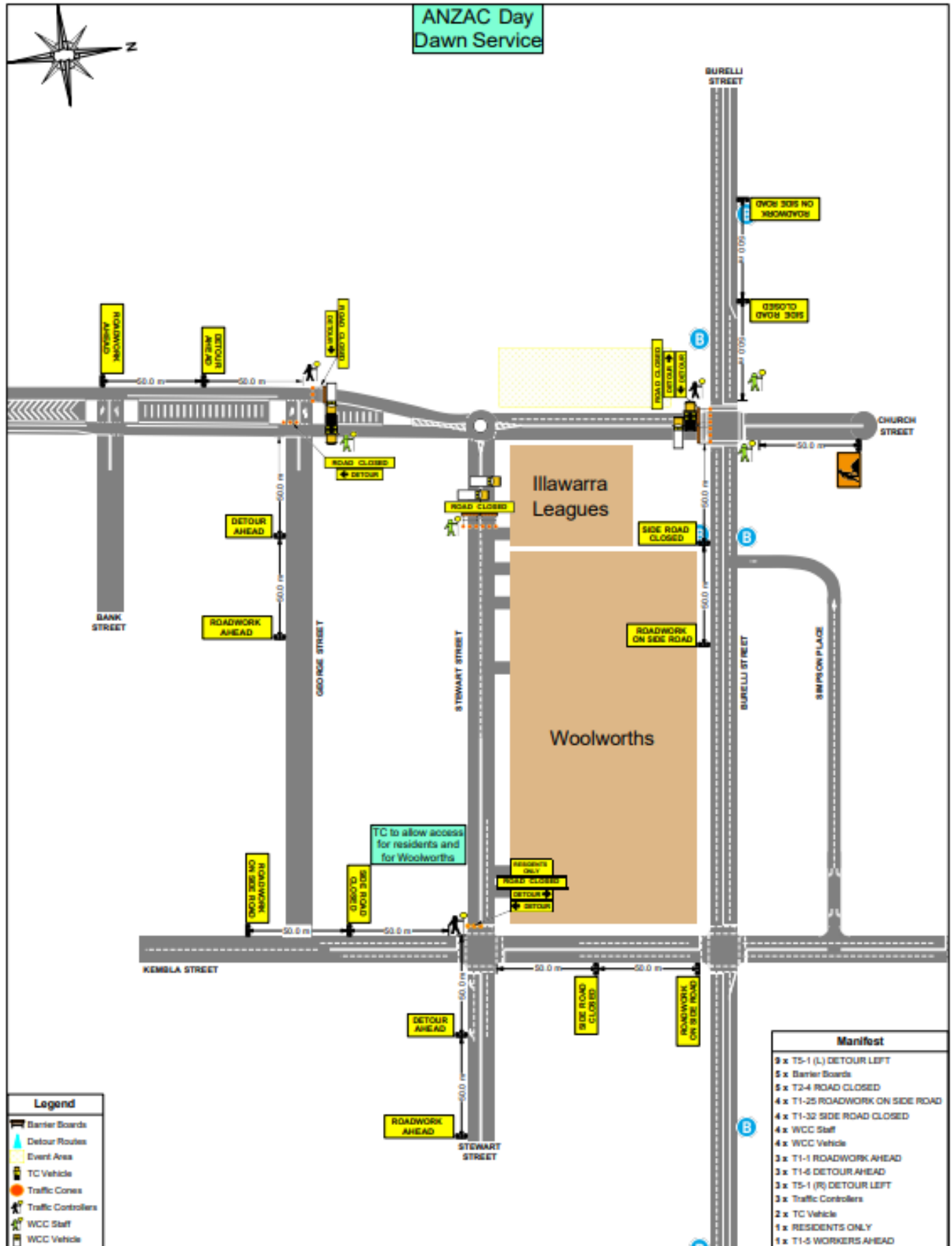
PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures](#).
- 2 The event organiser consulting with affected businesses prior to Traffic Committee.
- 3 The event organiser consulting with bus operators prior to Traffic Committee to discuss the impact on bus routes and the need to detour around Burelli Street.
- 4 The event consulting with NSW Police prior to Traffic Committee (including approval of the proposed heavy vehicle mitigation).
- 5 The event organiser contacting Neuron to create a geofence around the event area to prevent scooters entering or parking for the duration of the event.

Item 3.3 - WOLLONGONG, Various Streets – Dawn Service and Anzac Day March 2025 (Class 2) – Page 1 of 5

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USE OTHER
FOOTPATH

PEDESTRIANS
WATCH YOUR
STEP

FOOTPATH
CLOSED

← PEDESTRIANS
PEDESTRIANS →

Pedestrian signage to be implemented to provide safe passage around worksite

Spacing of Cones/Devices

Purpose and usage	Speed zone of device location (km/h)	Minimum spacing (m)
On approach to a traffic control position (contains 4 or more cones)	All cones	4
Merge lanes	55 to 75 greater than 75	9 12
	55 to 75 greater than 75	12 18
Protecting heavily painted lines	55 to 75 greater than 75	24 30
	less than or equal to 55	12 18
All other purposes	55 to 75 greater than 75	12 18

Recommended Taper Lengths

Existing permanent speed limit (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
45 to 55	15	15	30
55 to 65	30	30	60
65 to 75	N/A	70	115
75 to 85	N/A	80	120
85 to 95	N/A	80	110
95 to 105	N/A	100	160
Greater than 105	N/A	110	160

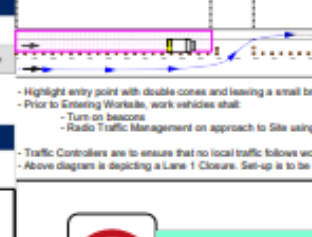
Allowable Tolerance on amending Spacings

Tolerance	Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum	10% less than the distances or lengths given	N/A
Maximum	25% more than the distances or lengths given	10% more than the spacing above

Edge Clearances for Cones/Bollards

Edge of traffic lane to:	Edge clearances
Line of traffic cones or bollards	<ul style="list-style-type: none"> 0.5 m for traffic speeds less than 60 km/h 1.0 m for traffic speeds greater than 60 km/h

Site Entry and Exit Process



Adjusting or Modifying A TGS:

ITCP Holder-

- ITCP qualified person must ensure that the TGS is implemented as approved. Minor adjustments can be completed in accordance with Section 7.10.3 Tolerances on positioning of signs and devices. Modifications will be recorded on the TGS checklist and a signed copy will be available on-site.

PWZTMP Holder-

- Modifications to a Site Specific TGS must be approved by the PWZTMP or relevant qualification holder and must be supported by a TMP or risk assessment to ensure all TGSs considers and mitigate identified site-specific conditions and risks.
- If risk is identified during the implementation of the TGS and requires modification outside of the tolerance listed below, the works must be stopped until an updated TGS is drafted and approved by a PWZTMP qualified person prior to works recommencing. (refer to TCAGS 7.10.4).
- Any anomalies or inconsistencies found in the TGSs being used must be recorded and reported back to the TGS designer who is PWZTMP qualified.

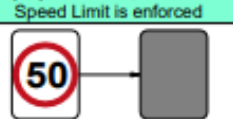
Implementing A TGS:

- A TGS must be installed, maintained and removed in a planned and safe manner.
- The implementation of a TGS must only be undertaken by an ITCP qualified person.
- Refer To TCAGS 7.10.1).
- Signs and traffic control devices must be installed in a sequence via GPS, survey, landmarks, side streets or drainage in accordance with TCAGS V6 Section 6.4 and AGTMM Section 6.2
- An implementation TGS should be provided if the risk of implementation is deemed high. The sequence of implementation should be determined as part of the drafting process in TGS or SWMS, rather than being determined on-site. (Refer To TCAGS 7.10.2)

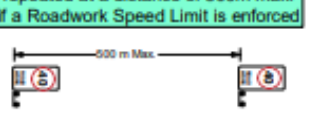
Notes:

- This Traffic Guidance Scheme is developed by competent and experienced persons in accordance with the requirements outlined in the TNSW TCAGS issue 6.0, AS1742.3 and the Road Management Act 2004.
- Prior to implementation of the TGS, Ausroads Traffic will carry out an inspection and risk assessment.
- A signed copy of the SWMS will be available on-site at all times.
- A PWZTMP and/or ITCP qualified person must ensure the TGS is implemented, and the work area maintained as per attached TGS. Otherwise, any adjustment and modification will be captured in the shift paperwork.
- Pedestrian management is to be overseen by on-site crew and supported by a risk assessment, if additional signage (TCAGS 6.5.2 - Table 6.5.1) is required it is subject to modifying TGS criteria, see below.
- Signs to be installed on high legs if sight obstruction is present (for example behind guardrails/barricades, etc.).
- Site Specific TGSs drafted for nominated works that is noted on the TGS. The TGS must be formally reviewed and signed off by a PWZTMP qualified person (a minimum of every 12 months from the drafted date) as per TCAGS 7.11.2. For details, refer to the title box below.
- Ausroads Traffic does not accept liability for the implementation of this TGS, when not directly involved in carrying out the subject works.

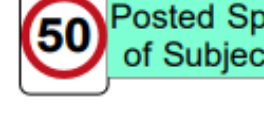
Existing Speed Signs to be covered with opaque material, if a Roadwork Speed Limit is enforced




Speed Reduction Signage to be repeated at a distance of 500m max. if a Roadwork Speed Limit is enforced



Posted Speed Limit of Subject Road/s

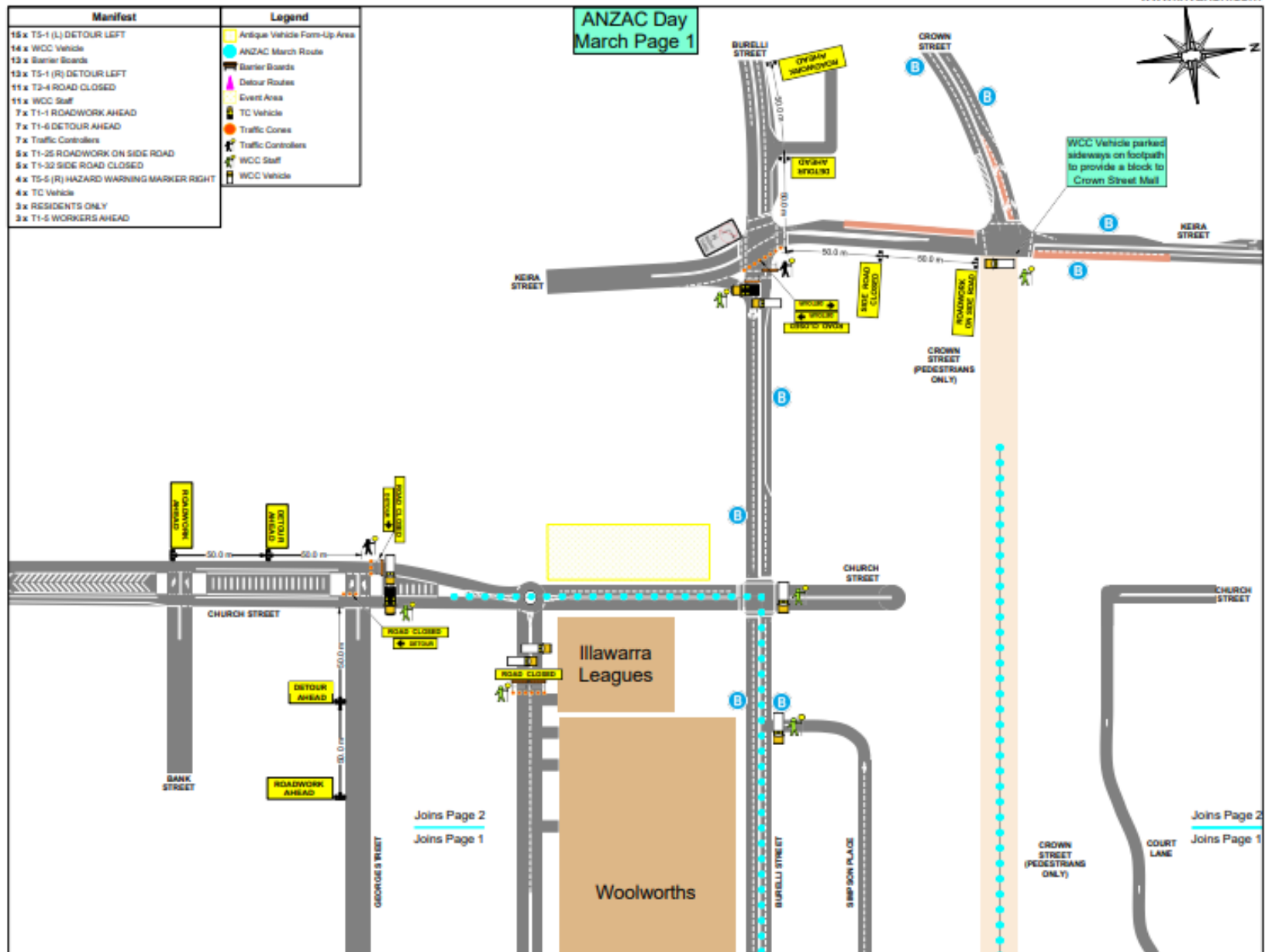


REV	REVISION DESCRIPTION	TGS PLAN #	WCC-TGS-002-ANZAC Day March	CLIENT: Wollongong City Council	DESIGNED BY Gregory Cocker	APPROVED BY Beau Sawyers	IMPLEMENTED BY
00	Initial TGS Drafted	ROAD NAME	Various Streets		SIGNATURE	SIGNATURE	SIGNATURE
01		SUBURBS	Wollongong CBD	ROL REQUIRED	DATE 27/02/2024	DATE 27/02/2024	DATE
02		WORK LOCATION	All Directions	SZA REQUIRED	CERTIFICATE # TCT0027509	CERTIFICATE # TCT0007639	CERTIFICATE #

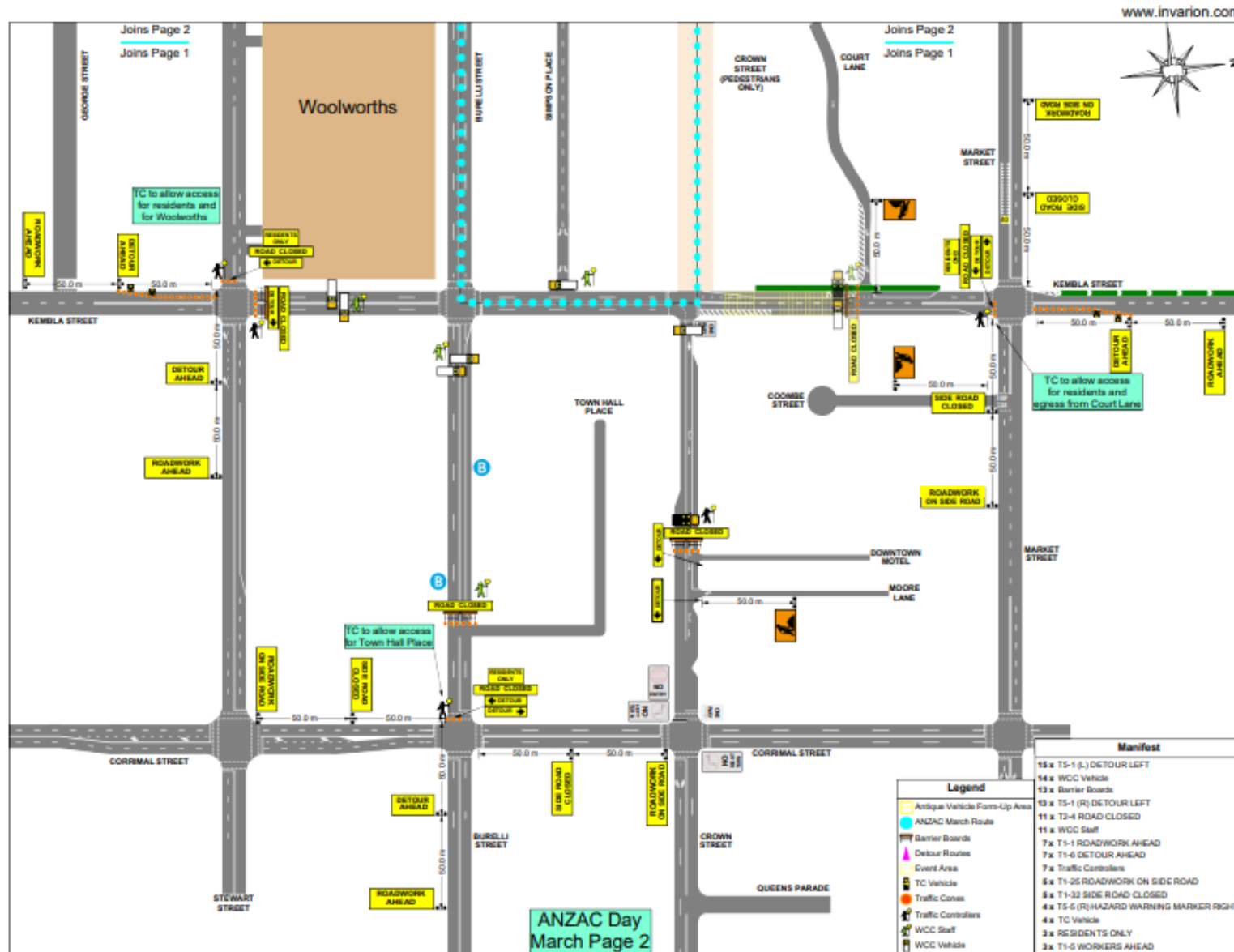


Web: www.traffic.com.au
Email: admin@traffic.com.au
Phone: 1800 101 540

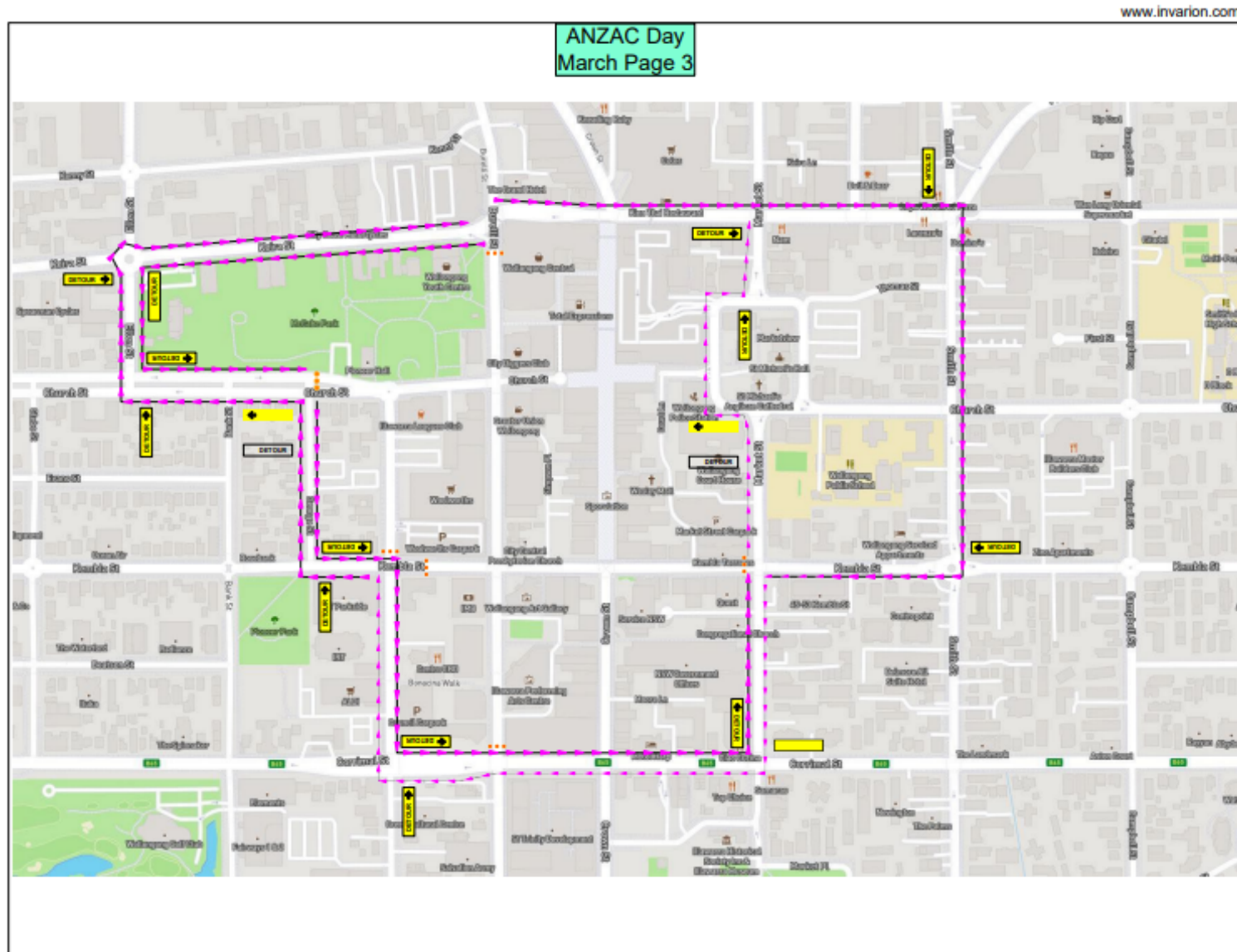
Item 3.3 - WOLLONGONG, Various Streets – Dawn Service and Anzac Day March 2025 (Class 2) – Page 3 of 5



Item 3.3 - WOLLONGONG, Various Streets – Dawn Service and Anzac Day March 2025 (Class 2) – Page 4 of 5



Item 3.3 - WOLLONGONG, Various Streets – Dawn Service and Anzac Day March 2025 (Class 2) – Page 5 of 5



3.4 WOLLONGONG, Harbour Street – Ward 2 - Wollongong Electorate – St George Illawarra Dragons 2025 Games (Class 2)

BACKGROUND

The Win Sports and Entertainment Centre (WEC) have requested to close the roads surrounding the WEC for following Rugby League Events:

Dragons Versus	Date	Road Closure	Gates	NRL Main Game	Road Closure
-		Start			Finish
South Sydney Rabbitohs	Saturday 15 March 2025	11:30am	12:30	3:00pm	5:15pm
Gold Coast Titans	Friday 11 April 2025	3:30pm	4:30pm	6:00pm	8:15pm
New Zealand Warriors	Saturday 10 May 2025	2:00pm	3:00pm	5:30pm	7:45pm
Parramatta Eels	Saturday 28 June 2025	2:00pm	3:00pm	5:30pm	7:45pm
Canberra Raiders	Saturday 2 August 2025	2:00pm	3:00pm	5:30pm	7:45pm
Panthers NRLW (Pregame) Newcastle Knights	Saturday 6 September 2025	11:00am	12:00pm	3:00pm	5:15pm

The Event is a Class 2 event as per the criteria in the NSW Special Events Guide and it is expected that 10,000 to 15,000 patrons will attend the event.

The road closures will be from Harbour Street between Crown Street and Stewart Street. Road closures will also be in place on Burelli Street and Stewart Street. There are two separate plans for ingress and egress, the main difference being the egress plan closes a section of Stewart Street to allow for patrons to exit Gate C before and after the event. The methods of accessing the event will mainly include walking, public transport and using private vehicle.

CONSULTATION

- The WEC have consulted with construction sites surround the area to discuss the proposed closures, including with Level 33 located at the former Chickos site.
- The WEC have consulted with bus operators who support the proposed TGS plans.
- Consultation with NSW Police has not occurred for these specific events

PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Providing Council a copy of the WEC's consultation plan for residents and businesses.

Item 3.4 - WOLLONGONG, Harbour Street – St George Illawarra Dragons 2025 Games (Class 2)– Page 1 of 6

TABLE OF CONTENTS		TGS OVERVIEW																	
SHEET 1	MAIN COVER PAGE - Used for an "At a glance" reference of the site, works, requirements, installation and contacts.	<p>MAJOR EVENT TGS 10,000 - 15,000 INGRESS</p> <p>Coach drop off zone Bus signs to be installed to cover the existing signs and removed at end of the day</p> <p>Bus Stop on Crown St will operate as a bus stop and not as a pickup or drop off zone</p> <p>Note: Traffic Controller to man barricades, maintaining setup and ensure pedestrians cross Harbour Rd at the designated crossings</p> <p>3 Cones for U turn location</p> <p>Special needs Drop off Zone</p> <p>WIN Entertainment Centre</p> <p>WIN Stadium</p> <p>Gate (A)</p> <p>Gate (C)</p>																	
SHEET 2	GENERAL NOTES - Legend and Altus Group specific notes. Provided so TC Lead does not have to change between documents for critical controls.																		
SHEET 3 TO 5	TGS PAGES - TGS broken in Pages for onsite use or to layout at a larger scale.																		
SHEET 6	COMPLETE TGS OVERVIEW - Enhanced TGS Pages for ease of view or printed media usage where zooming digitally is not available.																		
LOCATION OVERVIEW 																			
SIGNS MANIFEST 2 x T2-23 END DETOUR 6 x T1-32 SIDE ROAD CLOSED 8 x T1-6 DETOUR AHEAD 2 x T1-31 ROAD WORK AHEAD 1 x T1-5 WORKERS AHEAD 3 x T5-1 (L) DETOUR LEFT 4 x T5-1 (R) DETOUR LEFT 7 x T2-4 ROAD CLOSED 4 x T2-17 END ROAD WORK																			
WHEN PRINTING ENSURE SITE SETUP & RISK ASSESSMENT IS PRINTED WITH THIS TGS		DURATION: SHORT TERM WORKS TYPE OF CONTROL: ROAD CLOSURE REQUIRED WORK: EVENT																	
BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3	DATE OF DESIGN: 20/12/2024 SITE SETUP TGS AND RISK ASSESSMENT NSU01-SS	ALTUS GROUP DESIGN NUMBER: 24-12-48871-01 ARS: 4/5 CLIENT REFERENCE NUMBER: FOOTBALL GAMES WIN STADIUM	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 12 TRAFFIC CONTROLLERS - BREAKS : 1 TRAFFIC CONTROL LITE : 1 SPECIALIST VEHICLE REQUIREMENTS: VMS LITE : 0 TMA REQUIRED : 5 DOV REQUIRED : 1 DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES : 90 TOTAL SIGNS : 37 BARRIER BOARDS : 11 PTCO : 0 1.8m STOP BATIS : 0 PTAB : 0 THMS / CHEVRON : 6																
APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL APPROVED BY - DESIGNER: CRAIG RUMING - TCT0016012 REVIEW OR DEPARTURE APPROVED BY: ASHLEY KELLY TCT0006840 APPROVAL DATE: 13/02/2025 ALTUS GROUP NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 1 OF 6	CLIENT CONTACT: VENUES NSW MARC SWAN 02 4220 2800 																		
TRAFFIC LOGISTICS Call Altus Group Toll Free (Australia) 1300 TRAFFIC 872 334 ABN 94 102 768 061	GENERAL DISCLAIMER: - THE TGS/TPP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - 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. - VENUES NSW IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TPP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT 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. - AT THIS POINT, THE TGS/TPP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.																		
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Item 3.4 - WOLLONGONG, Harbour Street – St George Illawarra Dragons 2025 Games (Class 2)– Page 2 of 6

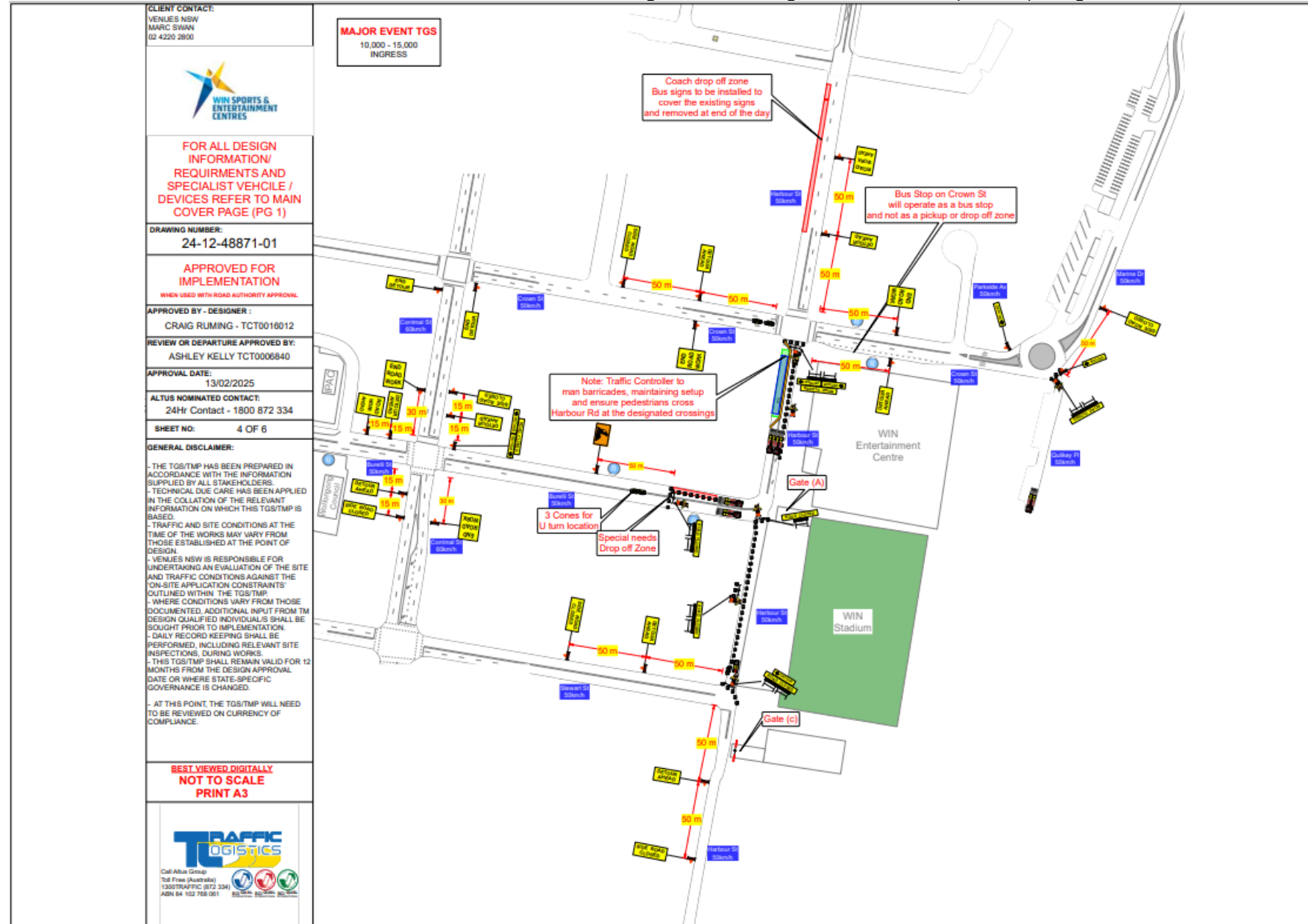
SITE MARKER COMMON LEGEND		DEVICE COMMON LEGEND		COMMON VEHICLE LEGEND		CLIENT VEHICLES	
	WORK AREA		ISOLATION/NO GO ZONE		(SIGNAGE VEHICLE)		(VARIABLE MESSAGING SYSTEM VEHICLE)
	SPECIFIC WORKS LOCATION		PLANT/ EQUIPMENT LAYDOWN		(POLICE VEHICLE)		(WORK VEHICLE)
	SAFETY BUFFER		TEMPORARY BUS STOP ZONE		(DROP DECK VEHICLE)		(TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)
	ESTIMATED QUE LENGTH		PEDESTRIAN PATH		(ELEVATED WORKING PLATFORM)		

ALTUS GROUP GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS			
GENERAL <ul style="list-style-type: none"> - TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER, BEFORE COMMENCING. THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TTM/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE. - THE TTM SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE GAP" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED. - A SAMPLUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VOLUMES RECORDED IN THE TTM/TGS. - IF THE WORKSITE AND THE APPROVED TTM ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN: <ul style="list-style-type: none"> * MAKE COMPLIANT ADJUSTMENTS (E.G. LENGTHEN TAPER WITHIN TOLERANCES) TO THE TTM/TGS * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TTM/TGS (E.G. ADDITIONAL SIGNS OR CHANGES TO TOLERANCES) * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TTM/TGS TO BE TAKEN (E.G. CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE) - WHERE THE TTM/TGS CANNOT BE SATISFIEDLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE VENUES NOW THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED. - ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TTM AND TGS AS WELL AS AN APPROVED ON-SITE WORKS RECORD. - A COPY OF THE APPROVED TTM/TGS SHALL BE KEPT ON-SITE AT ALL TIMES. 		TRAFFIC CONTROLLERS <ul style="list-style-type: none"> - ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS. - SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCWAYS V6.1). - AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION. - TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS. - ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE. - ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MOONLIGHT, TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES. - ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT, WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, POBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING. - RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES. - WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 5 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC. - IF THERE IS A QUEUE OF 2 OR MORE VEHICLES WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC. - UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC. - TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO. - ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. - A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTGS AT ONE TIME WHERE TRAINED TO DO SO AND TGS IDENTIFY THE REQUIREMENT TO OCCUR. - SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO: <ul style="list-style-type: none"> * ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES * BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER. * TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUBTLETY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN, WHERE QUE EXCEEDS THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWTMP TO RE-EVALUATE SIGNAGE POSITIONS. 	
PRE-START REQUIREMENTS <ul style="list-style-type: none"> - ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE ITC/PAN AND HAVE THIS DOCUMENTED ON THE SITE RECORDS. - THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE: <ul style="list-style-type: none"> * KEY ASPECTS OF THE TGS/TMP * IDENTIFIED HAZARDS * TTM REQUIREMENTS FOR THE WORKSITE * SAFETY ZONE REQUIREMENTS AND LIMITS * COMMUNICATION PROCESSES 		POSITIONING OF SIGNS AND DEVICES <ul style="list-style-type: none"> - SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT: <ul style="list-style-type: none"> * THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED. * THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER. * THEY CAN NOT BE OBSCURED FROM VIEW (E.G. BY VEGETATION OR PARKED CARS). * THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER. * THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES. * THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH. * THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS. * THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE. * TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT. * TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE. * STANDARD TRAFFIC CONES/BOLLARDS (750 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H. - EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELLING DEVICES: <ul style="list-style-type: none"> * 10.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H. * 1.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H. - EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS - 1.0m. 	
INCIDENT MANAGEMENT <ul style="list-style-type: none"> - IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION: <ul style="list-style-type: none"> * PRIORITISE PERSONAL SAFETY. * USE THE PRE-DETERMINED ESCAPE ROUTE, IF NECESSARY. * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOOTING ETC. - THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE. - TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLERS DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA: <ul style="list-style-type: none"> * FIRST AID RESPONSE (WHERE POSSIBLE). * CALL FOR ASSISTANCE (IF NEEDED). * EMERGENCY SERVICES CONTACT (IF REQUIRED). * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR. * MAINTAIN EFFECTIVE TRAFFIC CONTROL. * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY). * OPERATIONAL AREA. * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT. * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION. 		VULNERABLE ROAD USERS <ul style="list-style-type: none"> - SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS. - SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS. - MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS. - VULNERABLE ROAD USER CONSIDERATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE: <ul style="list-style-type: none"> * HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLIST BEEN AVOIDED ON THEIR TRAVEL PATH? * IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES? * IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS? * IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS? 	
ORIENTATION OF SIGNS AND DEVICES <ul style="list-style-type: none"> - SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER. - AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN. 		TOLERANCES <ul style="list-style-type: none"> - IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS. - JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED. - SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES. - TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCWAYS V6.1) ARE: <ul style="list-style-type: none"> * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION. * UP TO 25% MORE THAN THE DISTANCES GIVEN. - ADJUSTMENTS TO A TTM INSTALLATION: <ul style="list-style-type: none"> * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSIFIED AS A MODIFICATION/VARIATION AND SHALL BE AUTHORIZED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL. 	
DESIGN FACTORS/OUTCOMES <ul style="list-style-type: none"> - NATIONAL COMPLIANCE: AS1742.3 - LOCAL COMPLIANCE: TCWAYS V6.1 - LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: WOLLONGONG CITY COUNCIL - SITE IMPACT / TRAVEL TIME - INNOVATIVE TREATMENTS - REVIEW PERFORMED: 15/03/2025 08:51 - CHAS ITEMS ARE HELD IN THE ALTUS GROUP SWMS. - REGISTERS: KEY PERSONNEL - HELD ON IT/FILEBOOK, INCIDENTS/VARIATIONS/COMPLAINTS/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES. - CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL USE DOCUMENTS. - CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNITS, SUCH THAT THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED. 		SIGN COVERS <ul style="list-style-type: none"> - ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED. 	
PREFERRED SITE ENTRY AND EXIT PROCESS <ul style="list-style-type: none"> - HIGHLIGHT SITE ENTRY POINT WITH DOUBLE CONES AND LEAVING A SMALL BREAK TO PULL IN SAFELY. - PRIOR ENTERING WORKSITE: <ul style="list-style-type: none"> * TURN ON THE FLASHING LIGHTS * RADIO THE TRAFFIC CONTROLLER A MINIMUM 100M PRIOR - IF MISS OR FAIL ABOVE PROCEDURES, TRAFFIC CONTROLLERS ARE TO DIRECT THE VEHICLE TO LOOP AROUND AND ATTEMPT REENTRY. - TRAFFIC CONTROLLERS ARE TO ENSURE THAT NO LOCAL TRAFFIC FOLLOWS WORK VEHICLES IN THE WORK AREA. - FLIP THE SETUP FOR FAST LANE CLOSURES 			
PURPOSE <p>THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.</p>			

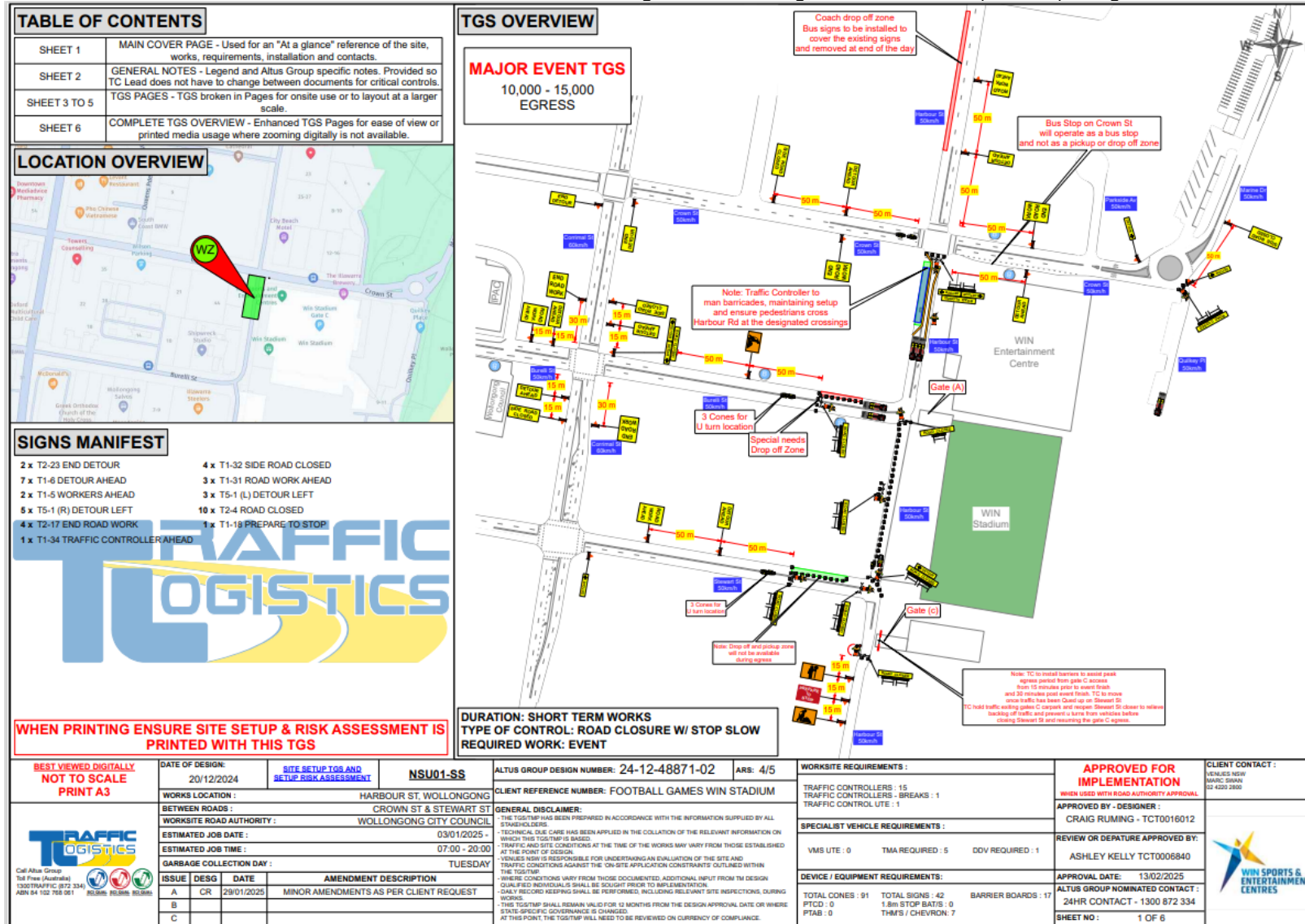
TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)	
MEASUREMENT	-10% +25%
15	13 18
20	18 25
30	27 37
45	41 56
60	54 75
90	81 112

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	Call Altus Group Toll Free (Australia) 1300TRAFFIC (872 334) ADN 84 102 758 061						

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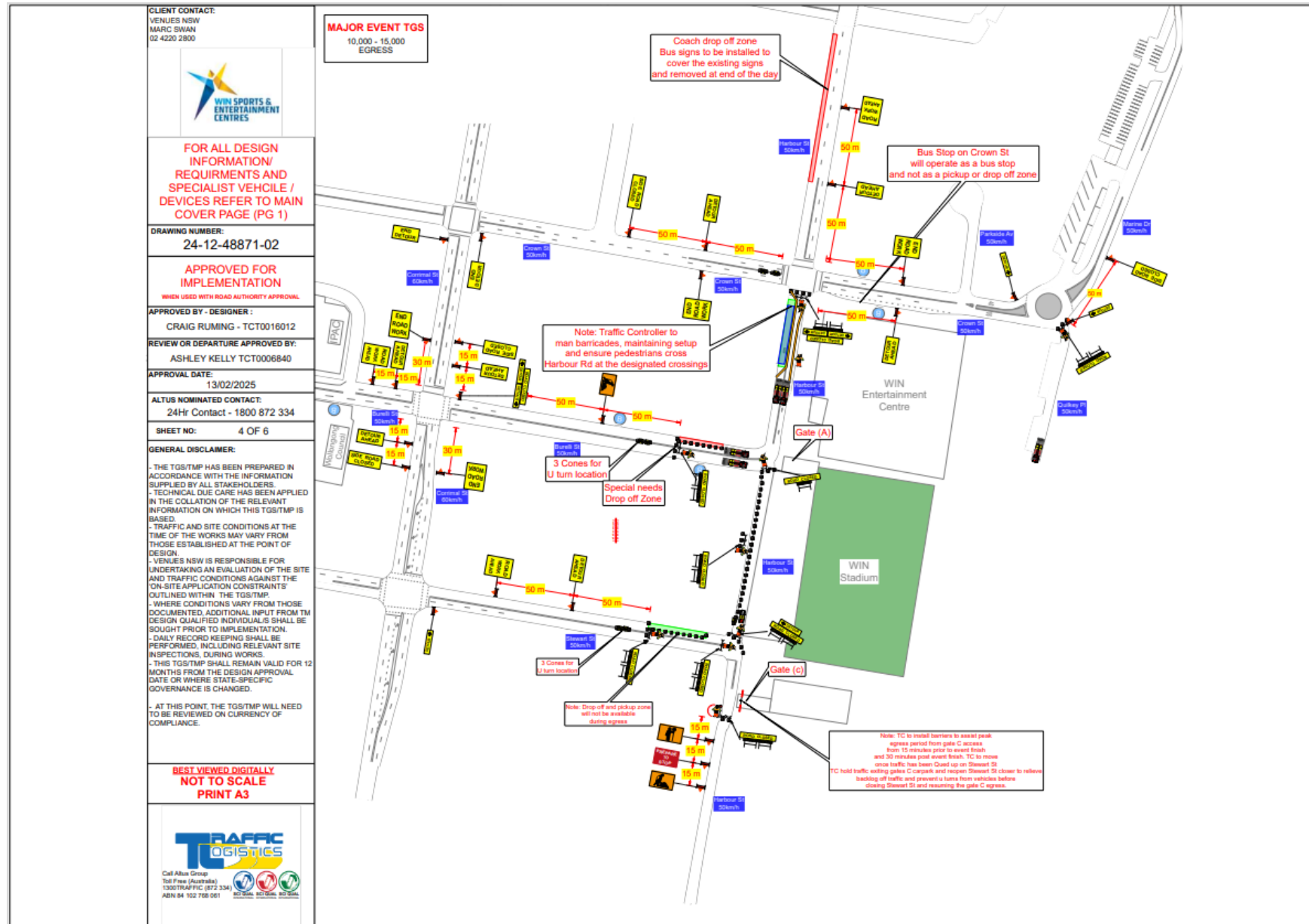
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Item 3.4 - WOLLONGONG, Harbour Street – St George Illawarra Dragons 2025 Games (Class 2)– Page 5 of 6

SITE MARKER COMMON LEGEND WORK AREA SPECIFIC WORKS LOCATION SAFETY BUFFER ESTIMATED QUE LENGTH ISOLATION/NO GO ZONE PLANT/ EQUIPMENT LAYDOWN TEMPORARY BUS STOP ZONE PEDESTRIAN PATH	DEVICE COMMON LEGEND TRAFFIC CONTROLLER POLICE OFFICER WORKER / SPOTTER / MARSHALL CONES - 700MM OR HIGHER BARRIER BOARD THM - TEMPORARY HAZARD MARKER OR CHEVRONS BOX EDGE / MMS - SIGN FRAME/STAND VMS TRAILER / PTAB - PORTABLE TRAILER ARROW BOARD PTCD- PORTABLE TRAFFIC CONTROL DEVICE	COMMON VEHICLE LEGEND UTE (SIGNAGE VEHICLE) VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE) POLICE SERVICES (POLICE VEHICLE) DDV (DROP DECK VEHICLE) TMA/IPV (TRUCK MOUNTED ATTENUATOR / IMPACT PROTECTION VEHICLE)	CLIENT VEHICLES WV UTE (WORK VEHICLE) (ELEVATED WORKING PLATFORM)																					
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GENERAL - TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TTMPTS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE. - THE TTM SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED. - A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TTMPTS. - IF THE WORKSITE AND THE APPROVED TTM ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN: * MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TTMPTS * CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TTMPTS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES) * CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TTMPTS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE). - WHERE THE TTMPTS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE VENUES NOW THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED. - ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TTM AND TGS AS WELL AS AN APPROVED ON-SITE WORKS RECORD. - A COPY OF THE APPROVED TTMPTS SHALL BE KEPT ON-SITE AT ALL TIMES.	TRAFFIC CONTROLLERS - ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS. - SPEED SHALL BE 60 KM/H MAXIMUM, PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCWAYS V6.1). - AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION. - TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS. - AS A MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TTMPTS. - ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS. - ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT, WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING. - RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES. - WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 8 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC. - PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 8 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR. - IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND IN-LINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC. - UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC. - TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE TRAFFIC CONDITION HAS STOPPED AND IS SAFE TO DO SO. - ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. - A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTABS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR. - SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO: * ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES * BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER. - TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SITUATIONS BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN, WHERE QUEUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PW2TMP TO RE-EVALUATE SIGNAGE POSITIONS.	POSITIONING OF SIGNS AND DEVICES - SIGNS AND DEVICES ARE TO BE POSITIONED AND ERRECTED SO THAT: * THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED. * THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER. * THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS). * THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER. * THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES. * THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH. * THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS. * THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE. * TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT. * TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE. * STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H. - EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELLING DEVICES: * 0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H. * 1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H. - EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS - 1.5m																						
PRE-START REQUIREMENTS - ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE TTM AND HAVE THIS DOCUMENTED ON THE SITE RECORDS. - THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE: * KEY ASPECTS OF THE TGS/TMP * IDENTIFIED HAZARDS * TTM REQUIREMENTS FOR THE WORKSITE * SAFETY ZONE REQUIREMENTS AND LIMITS * COMMUNICATION PROCESSES	VULNERABLE ROAD USERS - SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS. - SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS. - MOTORCYCLISTS POSED A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS. - VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE: * WAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLIST BEEN AVOIDED ON THEIR TRAVEL PATH? * IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES? * IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS? * IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?	TOLERANCES - IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS. - JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED. - SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES. - TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCWAYS V6.1) ARE: * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ * UP TO 25% MORE THAN THE DISTANCES GIVEN. - ADJUSTMENTS TO A TTM INSTALLATION: * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/ VARIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.																						
INCIDENT MANAGEMENT - IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION: * PRIORITISE PERSONAL SAFETY. * USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY. * WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC. - THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE. - TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLERS DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA: * FIRST AID RESPONSE (WHERE POSSIBLE). * CALL FOR ASSISTANCE (IF NEEDED). * EMERGENCY SERVICES CONTACT (IF REQUIRED). * NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS GROUP OFFICE/SUPERVISOR. * MAINTAIN EFFECTIVE TRAFFIC CONTROL. * MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY). * OPERATIONAL AREA. * RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT. * CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION.	ORIENTATION OF SIGNS AND DEVICES - SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER. - AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN.	DESIGN FACTORS/OUTCOMES - NATIONAL COMPLIANCE: AS1742.3 - LOCAL COMPLIANCE: TCWAYS V6.1 - LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: WOLLONGONG CITY COUNCIL - SITE IMPACT / TRAVEL TIME: * REVIEW PERFORMED: 13/02/2025 08:51 * CHMS ITEMS ARE HELD IN THE ALTUS GROUP SHIMS. * REGISTER: KEY PERSONNEL - HELD ON TITLEBOOK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS GROUP DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES. * CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS. * CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.																						
DUTY OF CARE - VENUES NOW ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS. - ALTUS GROUP COMMITMENT AND CHS PROCESSES CONTAINED WITHIN THIS LINK: USEQ-9000 LINK AND SWMS - RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & TCWAYS V6.1	PURPOSE - THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPES, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.																							
PREFERRED SITE ENTRY AND EXIT PROCESS																								
SIGN COVERS - ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED.																								
TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)																								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>MEASUREMENT</th> <th>- 10%</th> <th>+ 25%</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>13</td> <td>18</td> </tr> <tr> <td>20</td> <td>18</td> <td>25</td> </tr> <tr> <td>30</td> <td>27</td> <td>37</td> </tr> <tr> <td>45</td> <td>41</td> <td>56</td> </tr> <tr> <td>60</td> <td>54</td> <td>75</td> </tr> <tr> <td>90</td> <td>81</td> <td>112</td> </tr> </tbody> </table>				MEASUREMENT	- 10%	+ 25%	15	13	18	20	18	25	30	27	37	45	41	56	60	54	75	90	81	112
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BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3 	DATE OF DESIGN: 20/12/2024 SITE SETUP TGS AND SETUP RISK ASSESSMENT NSU01-SS WORKS LOCATION: HARBOUR ST, WOLLONGONG BETWEEN ROADS: CROWN ST & STEWART ST WORKSITE ROAD AUTHORITY: WOLLONGONG CITY COUNCIL ESTIMATED JOB DATE: 03/01/2025 ESTIMATED JOB TIME: 07:00 - 20:00 GARBAGE COLLECTION DAY: TUESDAY	ALTUS GROUP DESIGN NUMBER: 24-12-48871-02 ARS: 4/5 CLIENT REFERENCE NUMBER: FOOTBALL GAMES WIN STADIUM GENERAL DISCLAIMER: - THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS. - TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THE TGS/TMP IS BASED. - TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. - VENUES NOW IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE "ON-SITE APPLICATION CONSTRAINTS" OUTLINED WITHIN THE TGS/TMP. - WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUALS SHALL BE SOUGHT PRIOR TO IMPLEMENTATION. - DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORK. - THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE THE TRAFFIC AND SITE CONDITIONS CHANGE. - AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.	WORKSITE REQUIREMENTS: TRAFFIC CONTROLLERS : 15 TRAFFIC CONTROLLERS - BREAKS : 1 TRAFFIC CONTROL UTE : 1 SPECIALIST VEHICLE REQUIREMENTS: VMS UTE : 0 TMA REQUIRED : 5 DDV REQUIRED : 1 DEVICE / EQUIPMENT REQUIREMENTS: TOTAL CONES : 91 PTCD : 0 PTAB : 0 TOTAL SIGNS : 42 1.8m STOP BATIS : 0 THMS / CHEVRON : 7 BARRIER BOARDS : 17																					
APPROVED FOR IMPLEMENTATION WHEN USED WITH ROAD AUTHORITY APPROVAL. APPROVED BY - DESIGNER: CRAIG RUMING - TC00016012 REVIEW OR DEPARTURE APPROVED BY: ASHLEY KELLY TC0006840 APPROVAL DATE: 13/02/2025 ALTUS GROUP NOMINATED CONTACT: 24HR CONTACT - 1300 872 334 SHEET NO: 2 OF 6		CLIENT CONTACT: VENUES NOW MARC BRAN 90 4220 2800 																						

Item 3.4 - WOLLONGONG, Harbour Street – St George Illawarra Dragons 2025 Games (Class 2)– Page 6 of 6



3.5 HUNTLEY, Avondale Road – Ward 3 - Shellharbour Electorate – Huntley Hillclimb 2025 (Class 3)

BACKGROUND

Wollongong Sporting Car Club is proposing a road closure for the purpose of conducting Huntley Hillclimb Motorsport events. A Hillclimb is a single car speed event where competitors compete in several classes against the clock for the fastest time over the 700m course. Wollongong Sporting Car Club has traditionally held this event without incident due to a detailed safety plan and previous work on the course to reduce the risks for participants. The organisers have also established goodwill with adjacent landowners.

The Wollongong Sporting Car Club has applied to hold a Huntley Hillclimb Motorsport Event on five dates in 2025. The Club wishes to apply for a road closure on the far western end of Avondale Road, west of Avondale Colliery Road between 8:00am to 4:30pm on each day as follows:

Date	Type of Event
Saturday 5 and Sunday 6 April 2025	NSW Hillclimb Championship
Sunday 27 April 2025	Multi Club
Sunday 22 June 2025	Ladies Day, Multi Club; and Come and Try Day
Sunday 7 September 2025	Multi Club
Sunday 9 November 2025	Multi Club

As in previous years the Club will permit residents to access their properties between races. Given the remote location and that the road is a dead end (no through road) there is little impact to local traffic, the only traffic that is usually seen or impacted is from the 3 local residences and/or their visitors. If this does occur all racing is stopped to allow their movement to their destination to be unobstructed at low risk.

Emergency service access will be maintained as the event will be suspended during their attendance and the road will be open for their access.

CONSULTATION

- Consultation with adjacent landowners and businesses is required as a condition of approval for this road closure.
- In previous years the NSW Police have supported the event. Council is yet to receive any correspondence confirming support this year, however this has been requested.

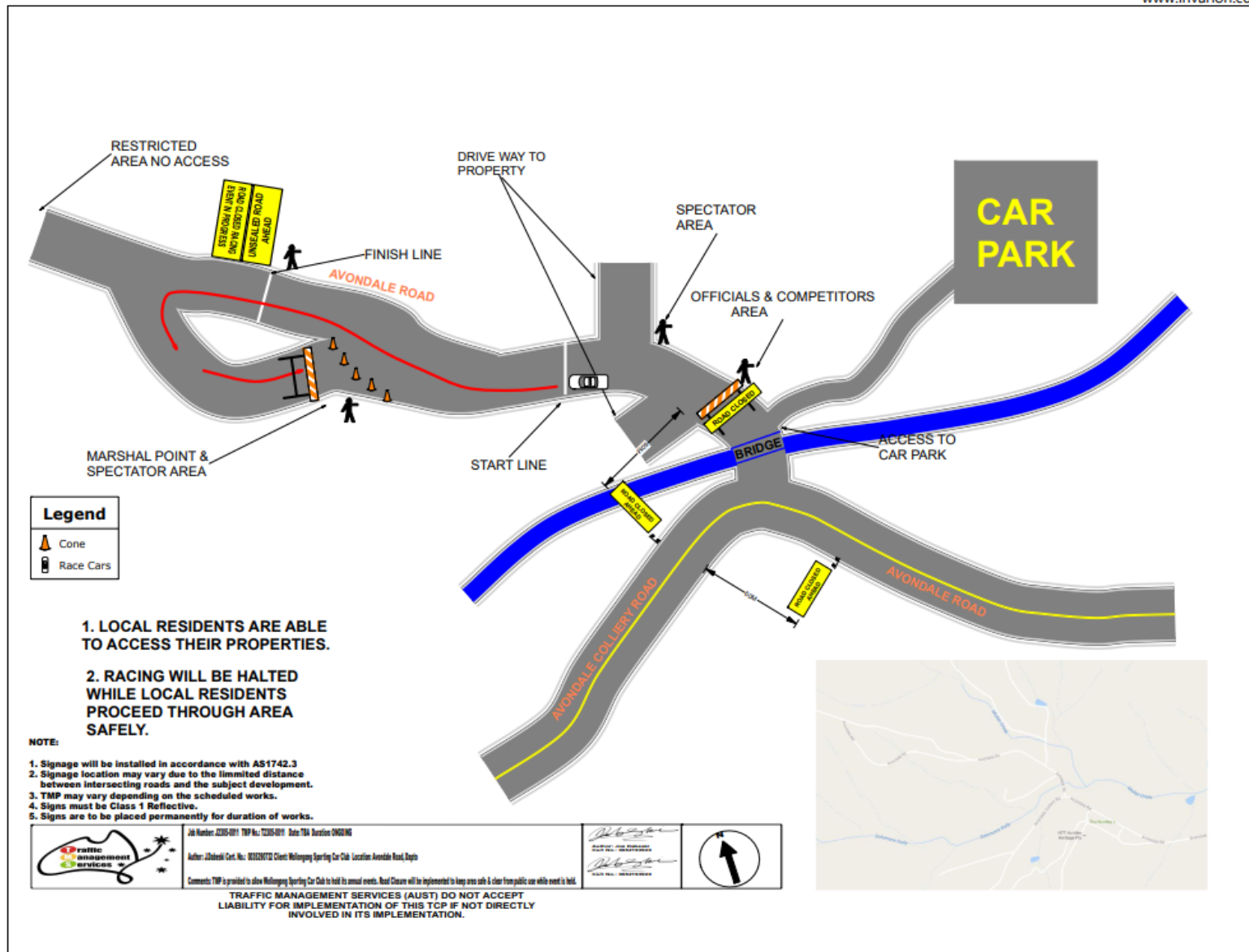
PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Consultation with NSW Police regarding any other approvals required for the event.

Item 3.5 - HUNTLEY, Avondale Road – Huntley Hillclimb 2025 (Class 3)

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3.6 WOLLONGONG, Simpson Lane – Ward 2 - Wollongong Electorate – Construction Road Closure

BACKGROUND

Council has received a road closure request from Buildhigh to facilitate major concrete pours and deliveries to support construction of 111-113 Crown Street, Wollongong adjoining Simpson Place, Wollongong. The closures are expected to occur between 1-2 times per week for a period of 12-months leading to approximately 60 closures during this time (25th March 2025 – 28th March 2026). Closures would be in operation from 7am till 5pm on closure days in accordance with the Traffic Management Plan attached.

Simpson Place is a one-way street meaning all the local traffic that is coming into the lane on the closure days will be accessing their own designated carpark areas. Vehicles can turn around within their carparks before exiting and the traffic control that will be stationed within the laneway to co-ordinate the traffic exiting the laneway to the west (against the current one-way conditions). If there are any potential conflicts with traffic control for any particular reason, Build High have rented the space at 50 Burelli St to facilitate movements around the concrete pump/trucks or reverse/manoeuvre in this space if required.

Consultation has been completed (see next section) however a community notification will also be sent following Traffic Committee approval. This notification will confirm that the Church, tenants of 50 Burelli St and 101 Crown St are to enter Simpson Lane via Kembla St on our pour days and will be notified as soon as a concrete pour is scheduled (generally 5-days' notice).

Concrete trucks will be entering and exiting Simpson Place via Kembla Street under traffic control.

CONSULTATION

Prior to the Traffic Committee submission, Buildhigh completed consultation with the community adjacent to the proposed road closure. This was carried out in two stages on the 6th and 19th of February 2025. No objections to the temporary road closures were received.

Some comments/outcomes from the consultation include:

- The proposed road closure will not impact waste collection as all bin pickup is carried out prior to 6:30am prior to when the closure time would start.
- All businesses will still have access to their driveways. The businesses that have parking at 50 Burelli St have been moved into the Church Carpark at 52 Burelli St (this has already been agreed with relevant businesses).
- Generally, traffic control will be packed up prior to 5pm so traffic will not be affected for the general office work departure at 5pm.
- All businesses generally only have van type deliveries, and this can still be accommodated with the current TGS or businesses we ok to reschedule deliveries once they receive the 5-day notice period.
- Buildhigh to send out notices to businesses 5 days prior to closure. Longer notice was considered however this may cause business confusion should cancellations be required with adverse weather.

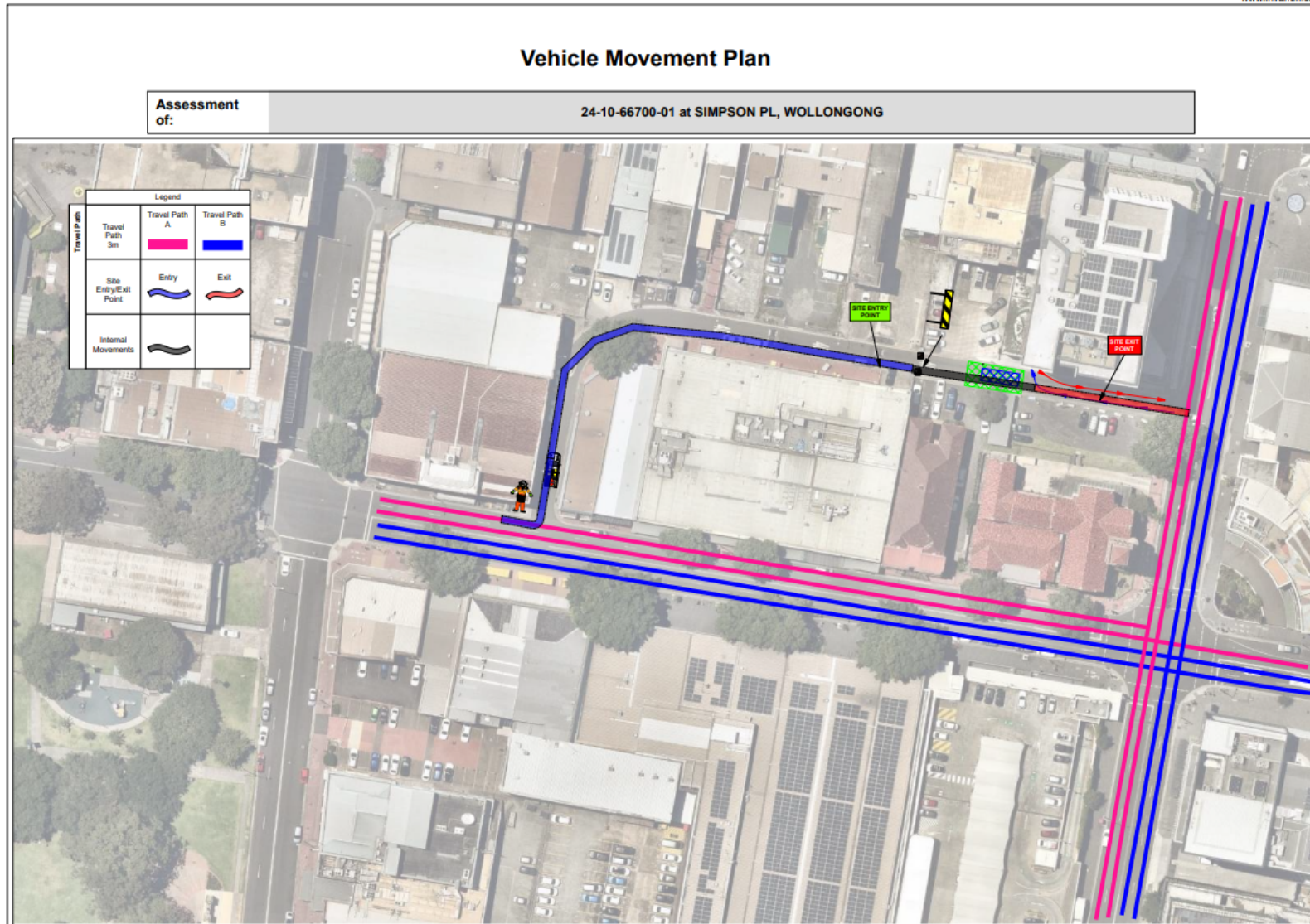
PROPOSAL

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

- 1 [Council's Standard Conditions for Road Closures.](#)
- 2 Residents being notified of closures with a 5-day notice period.
- 3 Relevant DA approvals for the works
- 4 Relevant S138 approvals for works in the road reserve (where applicable)

Item 3.6 - WOLLONGONG, Simpson Lane – Construction Road Closure – Page 1 of 4

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Item 3.6 - WOLLONGONG, Simpson Lane – Construction Road Closure – Page 2 of 4

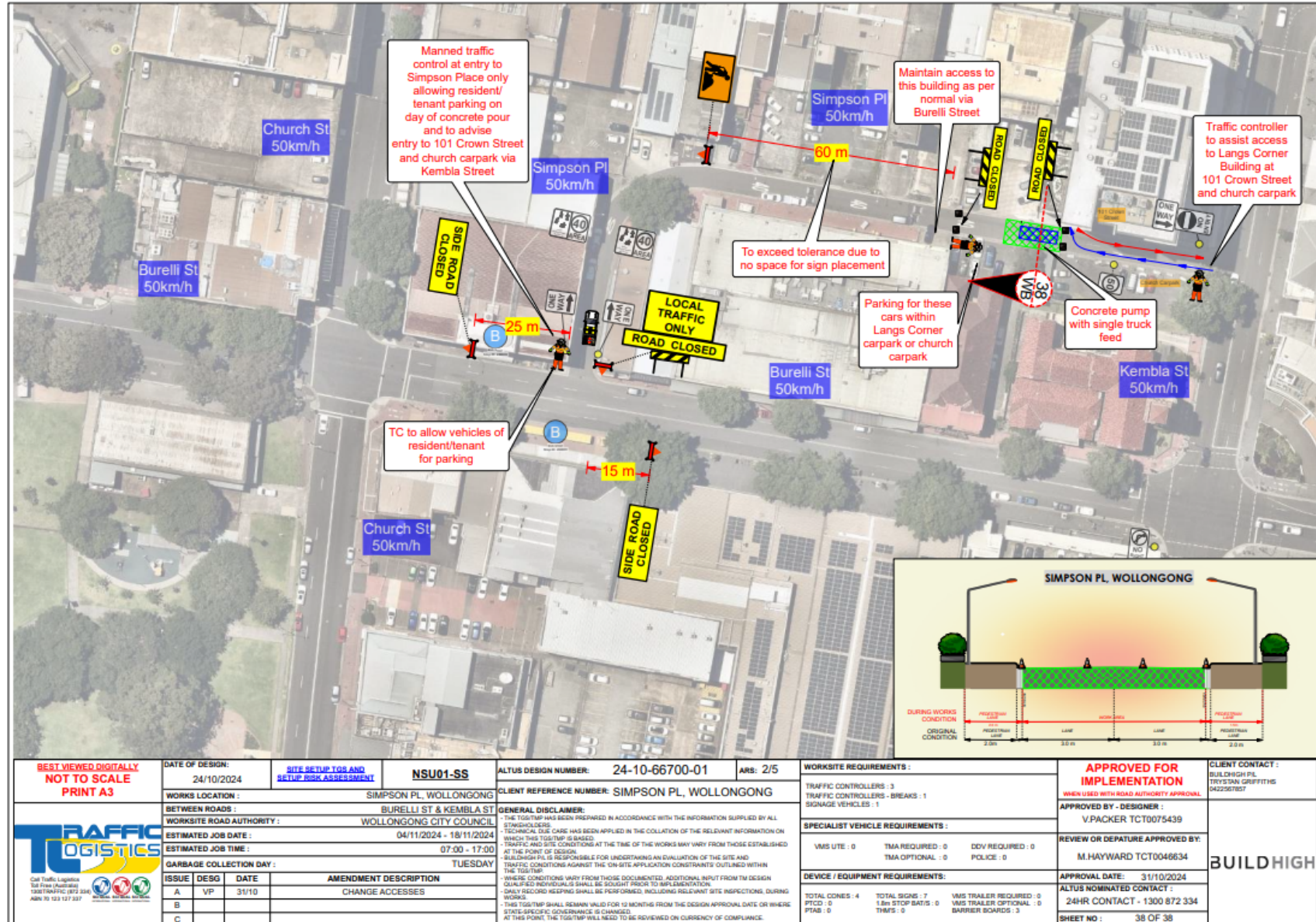
TABLE OF CONTENTS		TGS OVERVIEW																																									
SHEET 36	MAIN COVER PAGE - Used for an "At a glance" reference of the site, works, requirements, installation and contacts.																																										
SHEET 37	GENERAL NOTES - Legend and Altus Group specific notes. Provided so TC Lead does not have to change between documents for critical controls.																																										
SHEET 38	COMPLETE TGS OVERVIEW - Enhanced TGS Pages for ease of view or printed media usage where zooming digitally is not available.																																										
LOCATION OVERVIEW 																																											
SIGNS MANIFEST 2 x T1-32 SIDE ROAD CLOSED 1 x T1-5 WORKERS AHEAD 3 x T2-4 ROAD CLOSED 1 x Local Traffic Only 																																											
WHEN PRINTING ENSURE SITE SETUP & RISK ASSESSMENT IS PRINTED WITH THIS TGS																																											
DURATION: SHORT TERM WORKS TYPE OF CONTROL: ROAD CLOSURE REQUIRED WORK: CONCRETE POUR																																											
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Item 3.6 - WOLLONGONG, Simpson Lane – Construction Road Closure – Page 3 of 4

<p>SITE MARKER COMMON LEGEND</p> <div style="display: flex; justify-content: space-between;"> <div> <p> WORK AREA</p> <p> SPECIFIC WORKS LOCATION</p> <p> SAFETY BUFFER</p> <p> ESTIMATED QUEUE LENGTH</p> </div> <div> <p> ISOLATION/NO GO ZONE</p> <p> PLANT/ EQUIPMENT LAYDOWN</p> <p> TEMPORARY BUS STOP ZONE</p> <p> PEDESTRIAN PATH</p> </div> </div>	<p>DEVICE COMMON LEGEND</p> <div style="display: flex; justify-content: space-between;"> <div> <p> TRAFFIC CONTROLLER</p> <p> POLICE OFFICER</p> <p> WORKER / SPOTTER / MARSHALL</p> </div> <div> <p> CONES - 700MM OR HIGHER</p> <p> BARRIER BOARD</p> <p> PORTABLE TRAFFIC LIGHT</p> </div> <div> <p> BOX EDGE / MMS - SIGN FRAME/STAND</p> <p> VMS TRAILER / PTAB - PORTABLE TRAILER ARROW BOARD</p> <p> THM - TEMPORARY HAZARD MARKER</p> </div> </div>	<p>COMMON VEHICLE LEGEND</p> <div style="display: flex; justify-content: space-between;"> <div> <p> UTE (SIGNAGE VEHICLE)</p> <p> VMS UTE (VARIABLE MESSAGING SYSTEM VEHICLE)</p> <p> DBV (DROP DECK VEHICLE)</p> </div> <div> <p> POLICE SERVICES (POLICE VEHICLE)</p> <p> TMA/PAV (TRUCK MOUNTED ATTENUATOR/IMPACT PROTECTION VEHICLE)</p> </div> </div>	<p>CLIENT VEHICLES</p> <div style="display: flex; justify-content: space-between;"> <div> <p> VW UTE (WORK VEHICLE)</p> <p> (ELEVATED WORKING PLATFORM)</p> </div> </div>																					
<p>ALTUS GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS</p>																								
<p>GENERAL</p> <ul style="list-style-type: none"> TM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER, BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMPTGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE. THE ITCP SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TM INTENDED. A 5 MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMPTGS. IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN: <ul style="list-style-type: none"> MAKE COMPLAINT ADJUSTMENTS (E.G. LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMPTGS CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMPTGS (E.G. ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES) CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS (IDENTIFY IN THE TMPTGS TO BE TAKEN (E.G. CHANGING VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNALS). WHERE THE TMPTGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE BUILDHIGH P/L THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED. ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMPTGS AS WELL AS AN APPROVED ON-SITE WORKS RECORD. A COPY OF THE APPROVED TMPTGS SHALL BE KEPT ON-SITE AT ALL TIMES. 	<p>TRAFFIC CONTROLLERS</p> <ul style="list-style-type: none"> ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS. SPEED SHALL BE 60 KM/H MAXIMUM PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.4.3 FROM TCAMS V6.1). AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION. TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS. ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE. ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN. ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT, WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, POINTS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING. RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES. WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC. PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWING INSTALLATION TO OCCUR. IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND IN LINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC. UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC. TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO. ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTGS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUPY TWO PTGS. SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS, WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO: <ul style="list-style-type: none"> ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER. TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUEUE SUSTAINABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUEUE SHOWN ON THE PLAN, WHERE QUEUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT PWT2PM TO RE-EVALUATE SIGNAGE POSITIONS. 	<p>POSITIONING OF SIGNS AND DEVICES</p> <ul style="list-style-type: none"> SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT: <ul style="list-style-type: none"> THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED. THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER. THEY CAN NOT BE OBLSCURED FROM VIEW (E.G. BY VEGETATION OR PARKED CARS). THEY DO NOT OBLSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER. THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES. THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH. THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS. THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE. TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MAJOR IMPACT. TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON-SITE. STANDARD TRAFFIC CONES/BOLLARDS (750 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H. EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES: <ul style="list-style-type: none"> 10.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H. 11.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H. EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS - 1.0m 	<p>EMERGENCY ARRANGEMENTS</p> <ul style="list-style-type: none"> ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS. CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL. NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR. ITCOP TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERES FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS). 																					
<p>PRE-SITE REQUIREMENTS</p> <ul style="list-style-type: none"> ALL PERSONS INVOLVED WITH TM ACTIVITIES SHALL BE BRIEFED/INSTRUCTED BY THE ITCOP AND HAVE THIS DOCUMENTED ON THE SITE RECORDS. THE TOOLBOX TALK FOR TM STAFF IS USED TO EXPLAIN THE: <ul style="list-style-type: none"> KEY ASPECTS OF THE TGS/TMP IDENTIFIED HAZARDS TM REQUIREMENTS FOR THE WORKSITE SAFETY ZONE REQUIREMENTS AND LIMITS COMMUNICATION PROCESSES 	<p>VULNERABLE ROAD USERS</p> <ul style="list-style-type: none"> SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS. SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS. MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS. VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE: <ul style="list-style-type: none"> HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH? IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G. SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES? IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS? IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS? 	<p>TOLERANCES</p> <ul style="list-style-type: none"> IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS. JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED. SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES. TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES (SECTION 7.10.3 FROM TCAMS V6.1) ARE: <ul style="list-style-type: none"> UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION. UP TO 25% MORE THAN THE DISTANCES GIVEN. ADJUSTMENTS TO A TM INSTALLATION: <ul style="list-style-type: none"> ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSIFIED AS A MODIFICATION/ VARIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL. 	<p>INCIDENT MANAGEMENT</p> <ul style="list-style-type: none"> IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION: <ul style="list-style-type: none"> PRIORITISE PERSONAL SAFETY. USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY. WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE, A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC. THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE. TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA: <ul style="list-style-type: none"> FIRST AND RESPONSE, (WHERE POSSIBLE). CALL FOR ASSISTANCE, (IF NEEDED). EMERGENCY SERVICES CONTACT (IF REQUIRED). NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS OFFICE/SUPERVISOR. MAINTAIN EFFECTIVE TRAFFIC CONTROL. MOVE THE TRAFFIC CONTROL, SECTION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY). OPERATIONAL AREA. RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT. CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION. 	<p>ORIENTATION OF SIGNS AND DEVICES</p> <ul style="list-style-type: none"> SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER. AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN. 	<p>DESIGN FACTORS/OUTCOMES</p> <ul style="list-style-type: none"> NATIONAL COMPLIANCE: AS1742.3 LOCAL COMPLIANCE: TCAMS V6.1 LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: WOLLONGONG CITY COUNCIL SITE IMPACT / TRAVEL TIME: <ul style="list-style-type: none"> ROADWORKS TREATMENT REVIEW PERFORMED: 31/10/2024 08:31 ON-SITE ITEMS ARE HELD IN THE ALTUS SIGN REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE DAILY INSPECTIONS REGISTERS - HELD IN ALTUS DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL USE DOCUMENTS. CONTINGENCY PLANNING, REDISTRIBUTION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERNATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DEVICES 																			
<p>DUTY OF CARE</p> <ul style="list-style-type: none"> BUILDHIGH P/L ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS. ALTUS COMMITMENT AND CHS PROCESSES CONTAINED WITHIN THIS LINK: HSEQ-SQDC LINK AND SWMs RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 TCAMS V6.1 	<p>PURPOSE</p> <ul style="list-style-type: none"> THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPES, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED. 	<p>SIGN COVERS</p> <ul style="list-style-type: none"> ALL PERMANENT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED 																						
<p>PREFERRED SITE ENTRY AND EXIT PROCESS</p>		<p>TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>MEASUREMENT</th> <th>-10%</th> <th>+25%</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>13</td> <td>18</td> </tr> <tr> <td>20</td> <td>18</td> <td>25</td> </tr> <tr> <td>30</td> <td>27</td> <td>37</td> </tr> <tr> <td>45</td> <td>41</td> <td>56</td> </tr> <tr> <td>60</td> <td>54</td> <td>75</td> </tr> <tr> <td>90</td> <td>81</td> <td>112</td> </tr> </tbody> </table>		MEASUREMENT	-10%	+25%	15	13	18	20	18	25	30	27	37	45	41	56	60	54	75	90	81	112
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90	81	112																						
<p>BEST VIEWED DIGITALLY NOT TO SCALE PRINT A3</p> <p>TRAFFIC LOGISTICS</p> <p>Call Traffic Logistics Tel: 0438 211 111 Email: info@trafficlogistics.com.au ABN 73 123 123 123</p>		<p>WORKSITE REQUIREMENTS:</p> <p>TRAFFIC CONTROLLERS: 3 TRAFFIC CONTROLLERS - BREAKS: 1 SIGNAGE VEHICLES: 1</p> <p>SPECIALIST VEHICLE REQUIREMENTS:</p> <p>VMS UTE: 0 TMA REQUIRED: 0 TMA OPTIONAL: 0 POLICE: 0</p> <p>DEVICES / EQUIPMENT REQUIREMENTS:</p> <p>TOTAL CONES: 4 PTAB: 0 PTAB: 0</p> <p>TOTAL SIGNS: 7 1.8m STOP BATIS: 0 TMS: 0</p> <p>VMS TRAILER REQUIRED: 0 VMS TRAILER OPTIONAL: 0 BARRIER BOARDS: 3</p>																						
<p>DATE OF DESIGN: 24/10/2024</p> <p>WORKS LOCATION: SIMPSON PL, WOLLONGONG</p> <p>BETWEEN ROADS: BURELLI ST & KEMBLA ST</p> <p>WORKSITE ROAD AUTHORITY: WOLLONGONG CITY COUNCIL</p> <p>ESTIMATED JOB DATE: 04/11/2024 - 18/11/2024</p> <p>ESTIMATED JOB TIME: 07:00 - 17:00</p> <p>GARBAGE COLLECTION DAY: TUESDAY</p> <p>ISSUE DESG DATE</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>A</th> <th>VP</th> <th>31/10</th> </tr> </thead> <tbody> <tr> <td>B</td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> </tr> </tbody> </table> <p>AMENDMENT DESCRIPTION</p> <p>CHANGE ACCESSES</p>		A	VP	31/10	B			C			<p>CLIENT REFERENCE NUMBER: SIMPSON PL, WOLLONGONG</p> <p>ALTUS DESIGN NUMBER: 24-10-66700-01</p> <p>ARS: 2/5</p> <p>GENERAL DISCLAIMER:</p> <p>THE TGS/TMP HAS BEEN PREPARED IN ACCORDANCE WITH THE INFORMATION SUPPLIED BY ALL STAKEHOLDERS.</p> <p>TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THE TGS/TMP IS BASED.</p> <p>TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN.</p> <p>BUILDHIGH P/L IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE ON-SITE APPLICATION CONSTRAINTS OUTLINED WITHIN THE TGS/TMP.</p> <p>WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM THE DESIGN QUALIFIED INDIVIDUAL IS REQUIRED TO BE OBTAINED FROM THE IMPLEMENTATION.</p> <p>ONLY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORK.</p> <p>THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE TECHNICAL ADVANCEMENT IS CHANGED.</p> <p>AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.</p>													
A	VP	31/10																						
B																								
C																								
<p>APPROVED FOR IMPLEMENTATION</p> <p>WHEN USED WITH ROAD AUTHORITY APPROVAL</p> <p>APPROVED BY - DESIGNER: V.PACKER TC0075439</p> <p>REVIEW OR DEPARTURE APPROVED BY: M.HAYWARD TC0046634</p> <p>APPROVAL DATE: 31/10/2024</p> <p>ALTUS NOMINATED CONTACT: 24HR CONTACT - 1300 872 334</p> <p>SHEET NO: 37 OF 38</p>		<p>CLIENT CONTACT: BUILDHIGH P/L, 110/111 STAFF STREET, WOLLONGONG NSW 2520</p> <p>BUILDHIGH</p>																						

Item 3.6 - WOLLONGONG, Simpson Lane – Construction Road Closure – Page 4 of 4

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4 DESIGN ITEMS - No Items

5 DEVELOPMENT ITEMS - No Items

6 NOTIFICATION UNDER TEMPORARY DELEGATIONS (FOR INFORMATION ONLY)

6.1 WOLLONGONG, Simpson Place, Town Hall Place, Market Place – Ward 2 – Electorate – Continuous Footpath Treatments & Pedestrian Crossing

BACKGROUND

Council have designed three new Continuous Footpath Treatments and a Raised Pedestrian Crossing in the City Centre through our Infrastructure Delivery Program (IDP). The crossing locations include Simpson Place, Town Hall Place and Market Place (entry and exit) and were determined appropriate to support popular walking journeys within our City Centre.

The continuous footpath treatments are proposed to reinforce the existing NSW Road Rule 72 and introduce NSW Road Rule 75 for motorists exiting the local access roads. The traffic volumes do not exceed the Austroads recommendation of 2,000 vehicles/day (AGTM08-20, 2020) based on traffic data collected over a 7-day period in October 2022.

Council was awarded Get NSW Active funding by Transport for NSW to finalise the design and construction of this infrastructure. Transport for NSW will be reviewing and endorsing the design as part of the Get NSW Active funding requirements. Council must wait until detailed design is endorsed before proceeding to construction.

CONSULTATION

Consultation has occurred. Council received a number of objections to the intersection at Town Hall Place with some community members sighting changes of vehicle priority over pedestrians priority as a concern.

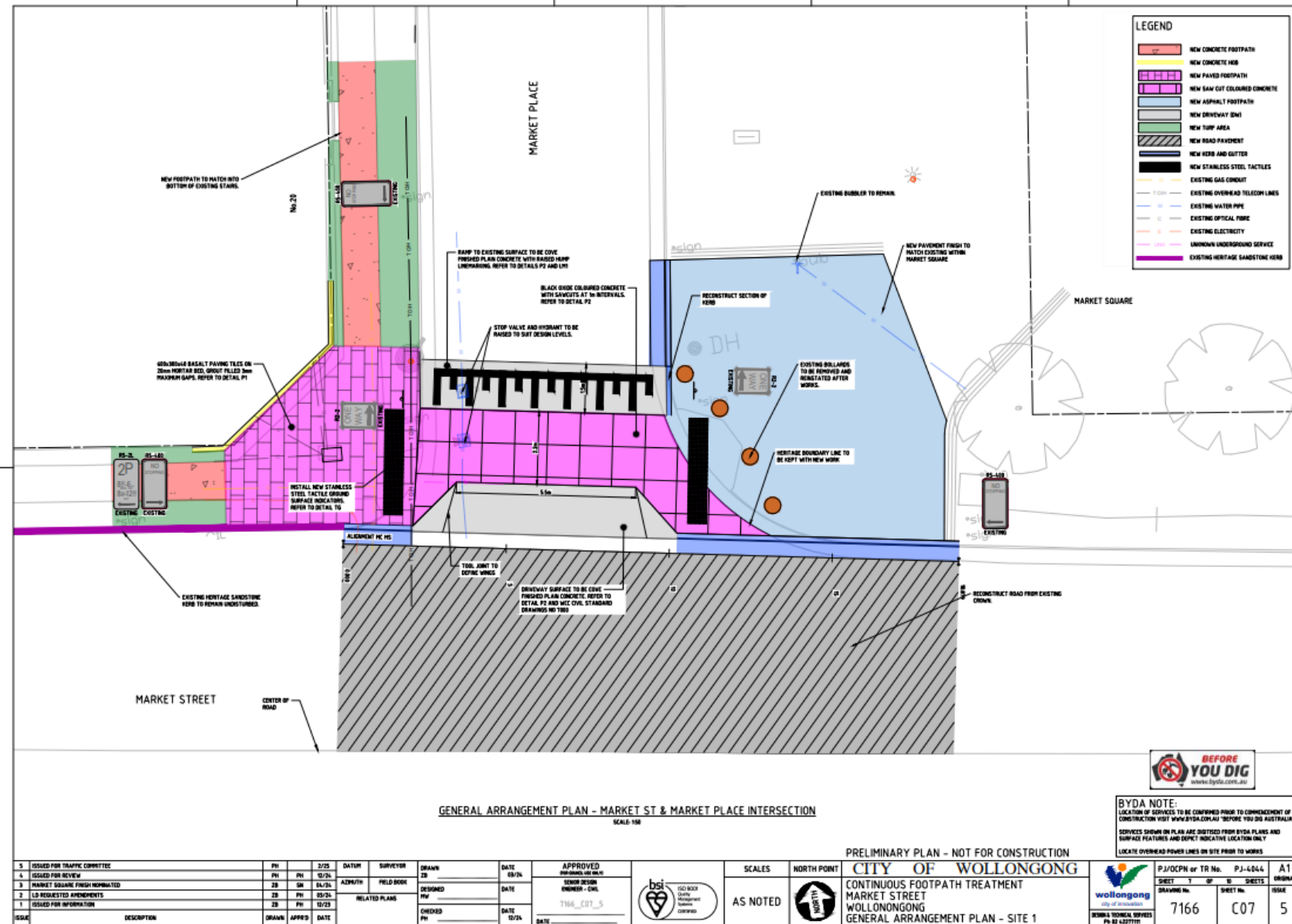
Council has reviewed the concerns and notes that the treatment is prioritising pedestrians (and cyclists) over vehicles in a city centre area. Further, existing NSW Road Rules require vehicles turning to give way to pedestrians already and the proposed change is reinforcing these rules through design whilst reducing crash severity risks. Based on these factors, Council will be proceeding with the proposal.

To improve education of road rules surrounding continuous footpaths and other road rules for pedestrian priority when turning, a letter will be sent to the community who responded to confirm our approach and reiterate NSW Road Rules.

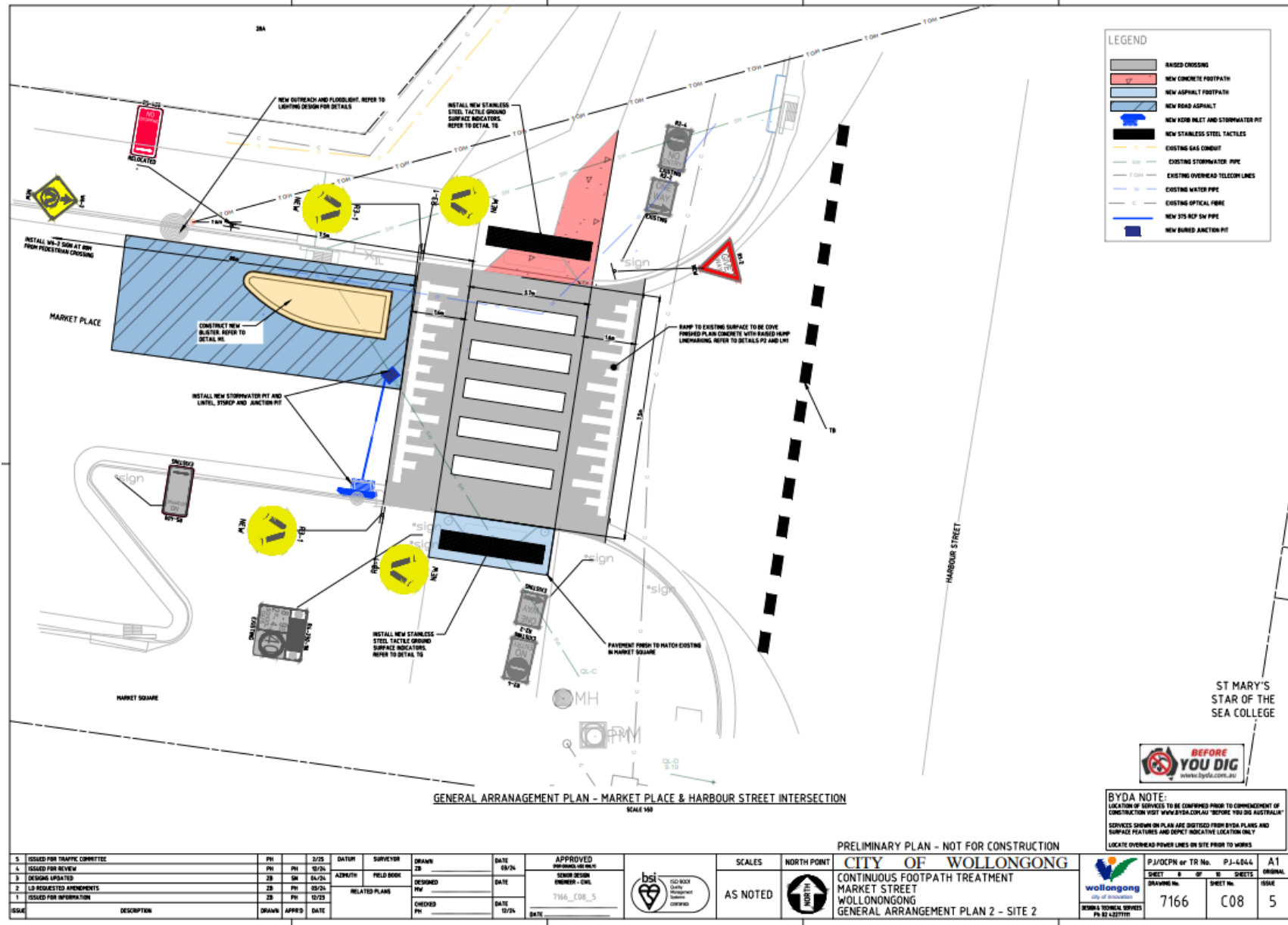
PROPOSAL

The Committee note the approved plan/s

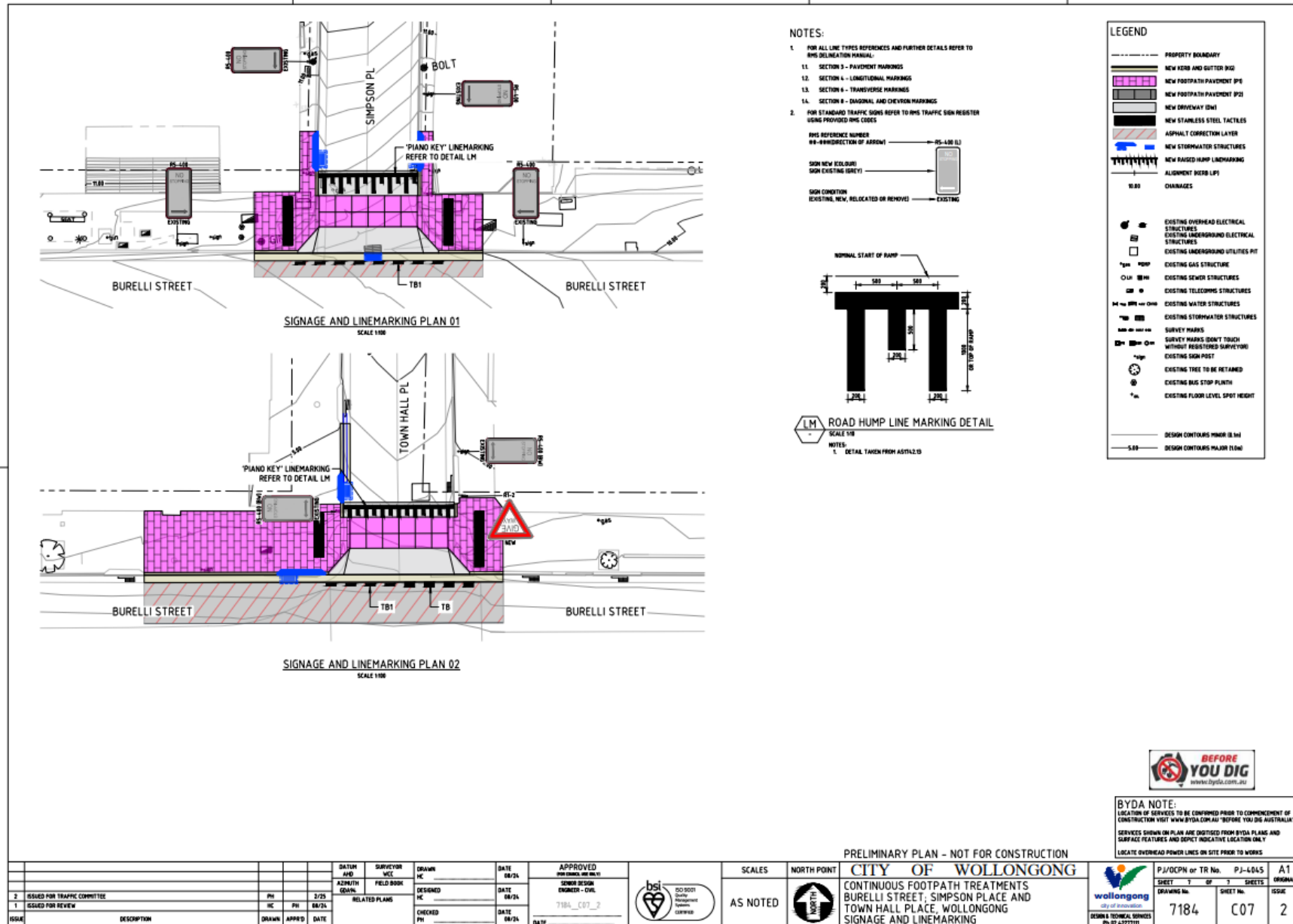
Item 6.1 - WOLLONGONG, Simpson Place, Town Hall Place, Market Place – Continuous Footpath Treatments & Pedestrian Crossing – Page 1 of 3



Item 6.1 - WOLLONGONG, Simpson Place, Town Hall Place, Market Place – Continuous Footpath Treatments & Pedestrian Crossing – Page 2 of 3



Item 6.1 - WOLLONGONG, Simpson Place, Town Hall Place, Market Place – Continuous Footpath Treatments & Pedestrian Crossing – Page 3 of 3



6.2 PORT KEMBLA, Christy Drive – Ward 3 – Wollongong Electorate – No Stopping Signs and Lines

BACKGROUND

Council is undertaking a Footpath – Renew project at Christy Drive, Port Kembla, which is adjacent to the alignment of the Grand Pacific Walk (GPW). Currently, the GPW crossing point/kerb ramps on Christy Drive are approximately 16.5m from Old Port Road, which inhibits sight distance for path users and vehicles. The renewal project will include moving the kerb ramps closer to the corner and provide supporting signage and linemarking.

It is proposed to install No Stopping signs at the intersection of Christy Drive and Old Port Road. The placements relative to the crossing points have been determined based on those for a refuge crossing in AS1742, with additional distance provided on the southern side of Christy Drive as vehicles parked in this area may be trucks and therefore harder to see over/around. The proposed changes will increase safety around the relocated crossing point.

These works have construction funding allocated for FY25/26 but specific timing has not been determined.

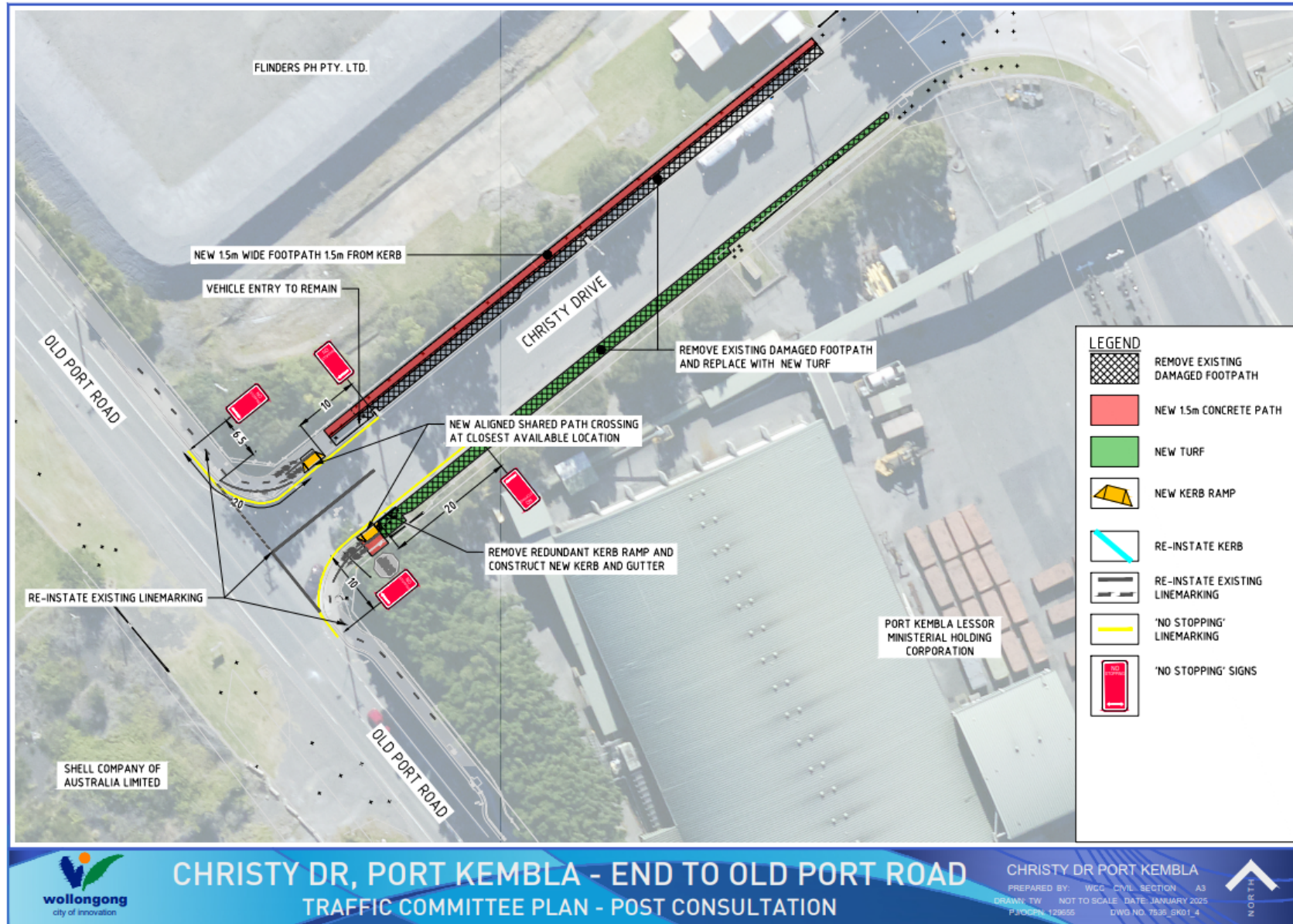
CONSULTATION

Consultation has occurred prior to the local traffic committee with NSW Ports, who did not raise any concern. In response to feedback Council has committed to notify NSW Ports prior to construction so that they can inform their tenants.

PROPOSAL

The Committee note the approved plan/s

Item 6.2 – PORT KEMBLA, Christy Drive – No Stopping Signs and Lines



6.3 CORRIMAL, Joyce Lane – Ward 1 – Cunningham Electorate – No Stopping Linemarking

BACKGROUND

Council has been made aware of driveway access/exit difficulties due to restricted turning space when a vehicle is parked on-street in front of No. 5 Joyce Lane. As the driveways are generally on the edge of the laneway, drivers require the full width of the lane to gain clear access in/out of their properties. In addition, waste collections and deliveries by truck can be disrupted by parked vehicles.

In the absence of parking restrictions, the problem of access remains. To assist in this matter, Council intends to install No Stopping yellow line marking in between the driveways at No. 5 Joyce Lane, as per attached plan. Council notes that the property have off-street parking provision with the ability to 'stack' park on existing driveways. The proposal will result in loss of 1 parking space.

CONSULTATION

Consultation has occurred prior to the local traffic committee. Council received one support feedback, and no objections to the proposal.

PROPOSAL

The Committee note the approved plan/s

Item 6.3 - CORRIMAL, Joyce Lane – No Stopping Linemarking

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6.4 THIRROUL, Jones Lane – Ward 1 – Heathcote Electorate – Timed No Parking

BACKGROUND

Council has reviewed the traffic conditions at Jones Lane, Thirroul regarding waste collection difficulties due to the narrow width and parked vehicles at the end of the cul-de-sac. Drivers skip bin collection or are required to do a risky manoeuvre by reversing out of the street as they cannot turn around if cars are parked at the end of the cul-de-sac.

It is proposed to install two No Parking signs timed from 6-9AM Thursdays only to address waste collection difficulties by clearing space for waste trucks to turn around. The proposed timed No Parking zone will span two angled parking slots at the end of Jones Lane, as per attached plan.

CONSULTATION

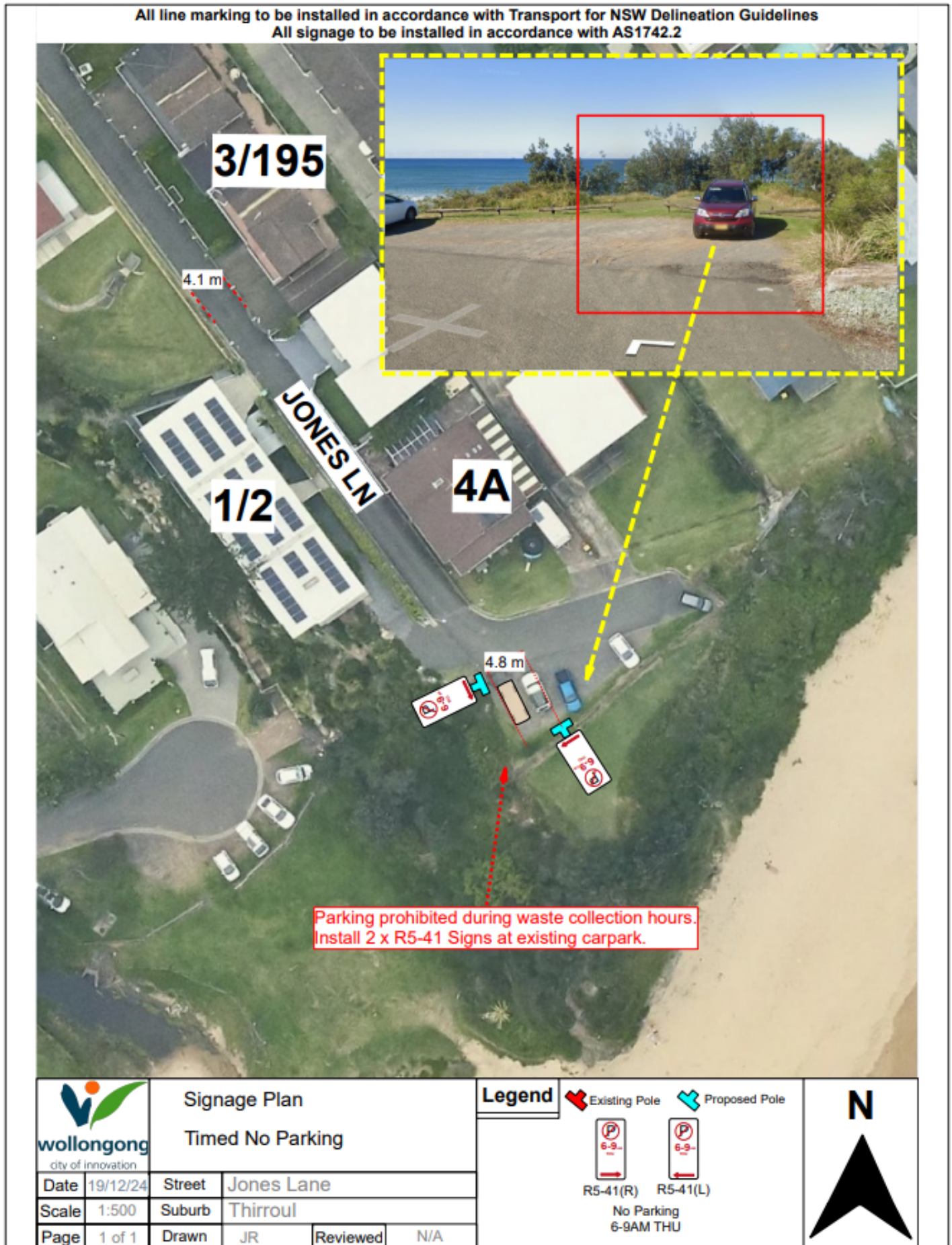
Consultation has occurred with adjacent residents. Council received two feedback of support, and no objections to the proposal.

PROPOSAL

The Committee note the approved plan/s
Choose an item.

Item 6.4 - THIRROUL, Jones Lane – Timed No Parking

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6.5 CORRIMAL, Mountbatten Street – Ward 1 – Keira Electorate – No Parking Sign

BACKGROUND

Council has reviewed the traffic conditions at Mountbatten Street, Corrimal regarding access difficulties for the residential complex at 3 Mountbatten Street, Corrimal due to the narrow width when vehicles are parked on both sides near the entrance of the complex. Parking restrictions were requested for the street to maintain clear space for passing vehicles, including emergency services.

It is proposed to install a No Parking sign at the power pole between No. 5 and 7 Mountbatten Street. The proposed No Parking zone will span between the power pole and the entrance of the residential complex along the south side of Mountbatten Street, as per attached plan. The proposal will result in loss of 2 parking space.

CONSULTATION

Consultation has occurred prior to the local traffic committee with adjacent residents.

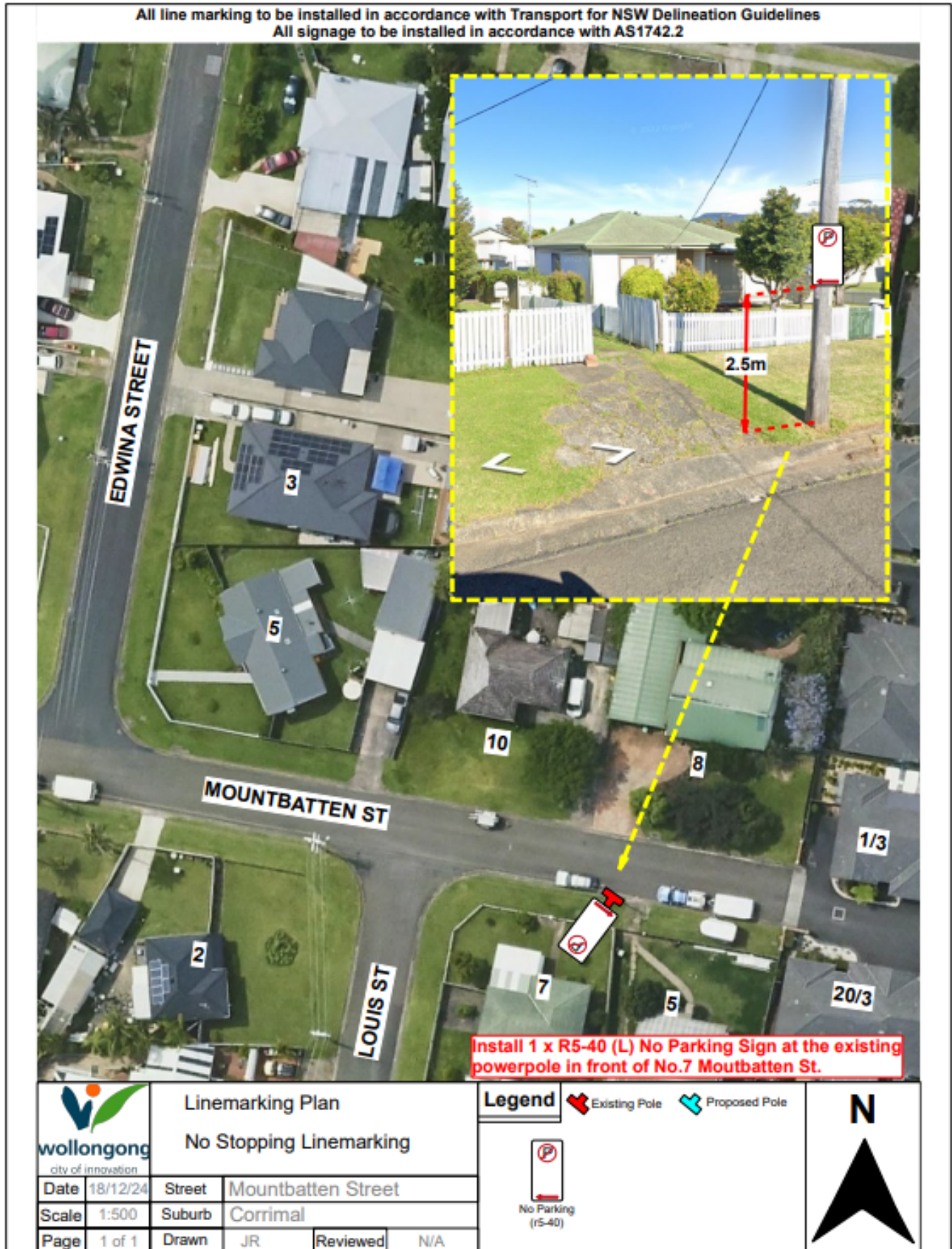
Council received majority support for the proposal however received one objection with concerns with losing on-street parking in the area. Council reviewed the concern and considered that access and egress for the public is of greater importance when compared to the storage of privately owned vehicles within the public road reserve. Council notes two alternatives is for privately owned vehicles to be stored within private property or to find an alternative existing on-street parking space to park.

PROPOSAL

The Committee note the approved plan/s
Choose an item.

Item 6.5 - CORRIMAL, Mountbatten Street – No Parking Sign

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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
Princes Highway	Unanderra	Councillor request regarding resident concerns for speeds on Princes Highway.	1
Park Road	Woonona	Councillor request regarding resident requesting better signage for 40km speed zones.	1
Oakland Avenue	Windang	Councillor request regarding traffic calming between the intersections of Boronia Avenue and Judbooley Parade for burnouts and hooning. Also, speeding and poor driver behaviour around Windang School, the Bowling Club and the Oaklands seniors living park.	1
Balmer Crescent	Woonona	Concerns of speeding vehicles with drivers travelling too fast and cutting the BB lines on the bends.	1
Collaery Road	Russell Vale	Concerns of pedestrian safety as speeding vehicles on Collaery Road.	1
Bong Bong Road	Horsley	Concerns of speeding with pedestrians crossing at the pedestrian refuge on Bong Bong Rd near Sierra Drive to Skate Park.	1
New Mount Pleasant Road	Balgownie	Concerns of speeding on Friday nights on New Mount Pleasant Road between Rose Parade and Kembla St, Balgownie.	1