RECOMMENDATION

In accordance with the powers delegated to Council by the Road Transport Act 2013 and the Roads Act 1993, as outlined in the RMS document “A guide to the Delegation to Councils for the Regulation of Traffic – including the operation of Traffic Committees”:

1. The remaining Recommendations of the City of Wollongong Traffic Committee (excluding all Temporary Road Closures which require adoption by full Council), be adopted.

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

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**MINUTES REVIEWED BY**

<table>
<thead>
<tr>
<th>Author’s Name</th>
<th>Author’s Title</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lindsay Dunstan</td>
<td>Traffic Engineer</td>
<td>03/10/2014</td>
</tr>
<tr>
<td>Ted Collins</td>
<td>Traffic Unit Manager</td>
<td>03/10/2014</td>
</tr>
<tr>
<td>Peter Nunn</td>
<td>Transport &amp; Stormwater Services Manager</td>
<td>08/10/2014</td>
</tr>
<tr>
<td>Mike Dowd</td>
<td>Manager Infrastructure Strategy &amp; Planning</td>
<td>09/10/2014</td>
</tr>
<tr>
<td>Mike Hyde</td>
<td>Director Infrastructure and Works – Connectivity, Assets and Liveable City</td>
<td>09/10/2014</td>
</tr>
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**MINUTES ENDORSED BY**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Date</th>
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<tbody>
<tr>
<td>David Farmer</td>
<td>General Manager</td>
<td>10/10/2014</td>
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</tbody>
</table>
The City of Wollongong Traffic Committee is not a Committee of Wollongong City Council but a Technical Committee of the Roads & Maritime Services. The Committee operates under the authority conferred to Council by the RMS under the Transport Administration Act 1988.

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

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

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

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

IMPORTANT NOTE:

The Council can only recommend that:

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

1. Bulli
2. Fairy Meadow
3. Corrimal
4. Gwynneville
5. Gwynneville
6. Keiraville
7. Keiraville
8. Keiraville
9. North Wollongong
10. Coniston
11. Berkeley
12. Berkeley
13. Warrawong
14. Horsley

REGULATION OF TRAFFIC

15. Mt Keira to Mt Kembla
16. Mount Keira
17. Bulli
18. Wollongong
19. Wollongong
20. Wollongong

DESIGN MATTERS

22. Unanderra

INFORMAL ITEMS

(TRAFFIC ENGINEERING ADVICE ONLY)
GENERAL BUSINESS

1. BULLI
   Park Road and Turnbull Lane

Background:
Residents of Turnbull Lane have expressed concern at illegal parking in Park Road close to the intersection with the Lane, particularly at the start and finish times of the nearby School. This intersection resembles a private driveway rather than a public road and the installation of 10m of No Stopping restrictions either side of the Lane on Park Road should help manage the illegal parking in the vicinity of the Lane. As there is also significant pedestrian traffic, it would be desirable not to install posts and signs on the footpath but to use just the continuous yellow line to indicate No Stopping restrictions.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install 10m of continuous yellow lines to indicate No Stopping restrictions.

2. FAIRY MEADOW
   Elliotts Road

Background:
There are two Gong Shuttle bus zones on opposite sides of Elliotts Road adjacent to Grafton Street with an increase in pedestrian activity due to the opening of nearby supermarkets. Council has received a number of requests to improve pedestrian safety in the area, and the installation of pedestrian warning signage in Elliotts Road approaching the Grafton Street intersection may assist in the short term.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install pedestrian warning signs in Elliotts Road on both approaches to Grafton Street
3. CORRIMAL
   Wilga Street – Corrimal Public School

PROPOSAL SUPPORTED UNANIMOUSLY:
The new Principal of Corrimal Primary School has asked that the parking outside the School on Wilga Street be adjusted to correct some problems encountered after the School Crossing was relocated in early 2014. A 25 m No Parking area timed for school times is needed on the western side of Wilga Street, on the departure side of the School Crossing. The school regularly uses a bus service for school sports and an afternoon school Bus Zone on the approach side of school crossing will accommodate the buses and will replace the existing No Parking area.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install:
   a) 25m of No Parking 8am to 9.30am and 2.30pm to 4pm on the western side of Wilga Street on the departure side of the School Crossing
   b) A School Bus Zone timed for 8am 2:30 pm to 4 pm on school days to replace the No Parking area on the approach side of the School Crossing (western side of Wilga Street)

4. GWYNNEVILLE
   Irvine Street

Background:
At the intersection of Irvine Street and Spearing Parade, the south west corner is the only area without a sign posted No Stopping restriction. Vehicles are frequently observed parked too close to the intersection and No Stopping restrictions will help reduce illegal parking.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install a No Stopping sign and a continuous yellow line on the south west corner of Irvine Street.

5. GWYNNEVILLE
   Gwynne Street

Background:
There is a restricted parking area in Gwynne Street requiring vehicles to park only in marked bays. At present there is adequate space for an additional space to be marked on the northern side of Gwynne Street, immediately adjacent to John Street. The normal 10 m of No Stopping at the intersection can be maintained.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install one additional 6 m parking bay on the northern side of Gwynne Street, adjacent to the John Street intersection.

6. KEIRAVILLE
   Robsons Road

Background:
There is a restricted parking area in Robsons Road, requiring vehicles to park only in marked bays. At present there is adequate space for an additional space to be marked on the western side of Robsons Road outside No. 52 Robsons Road.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install one additional 6 m parking bay in Robsons Road, outside No.52 Robsons Road
7. KEIRAVILLE
Robsons Road

Background:
A number of representations have been received in relation to the difficulties of pedestrians crossing Robsons Rd at the intersection with Gipps Rd. A pedestrian count has been made by WCC and in view of the primary aged school children observed on the day, there is a need for westbound traffic turning left to be aware of this pedestrian movement.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install Parent/child warning signs in Gipps and Robsons Roads on each of the approaches to the roundabout.

8. KEIRAVILLE
Northfields Avenue - Bus-Interchange

Background:
Wollongong City Council, RMS and University of Wollongong have been in consultation to make alterations to the bus-interchange in Northfields Avenue. The University have an increasing number of shuttle services and passenger numbers for the route services have tended to increase, and the capacity of the interchange is reaching its limits to accommodate the demand.

At a meeting of staff from the University, RMS, Bus operators and Council earlier in 2014, the section of No Parking immediately to the east of the bus interchange was identified as suitable as a new bus zone to accommodate the increased services. There was a need for the kerb to be re-aligned to provide an area wide enough for buses, and the University has now submitted plans for a new bus zone as previously agreed.

PROPOSAL SUPPORTED UNANIMOUSLY:
The submitted plan (Drawings 112061-060-009 & 11206-060-1010) setting out the new Bus Zone for Northfields Avenue be approved. (Attachment 2)

9. NORTH WOLLONGONG
Porter Street and Railway Crescent

Background:
Council Rangers have reported that cars are parking too close to the intersection of Railway Crescent in Porter Street, and that signs may assist in reducing the incidence of illegal parking.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install No Stopping signs and continuous yellow lines on each leg of the intersection of Porter Street and Railway Crescent.

10. CONISTON
Myrtle Street

Background:
A resident has complained about illegal parking at the bus stop outside 3 Myrtle Street Coniston, which results in buses having to stop closer to the intersection than desirable.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install a Bus Zone of 15 m in length to replace the existing bus stop.
11. BERKELEY
Essex Street & Sussex Streets

Background:
The school in Berkeley has relocated, and in its place new villas have been built; however all the school signage still exists (no parking, and children warning signs). NSW Roads & Maritime Services have been requested to remove the old school zone signs and line marking.

PROPOSAL SUPPORTED UNANIMOUSLY:
Remove the warning and regulatory parking signs in Essex and Sussex Streets which related to the old school.

12. BERKELEY
Essex Street & Sussex Streets

Background:
The intersection of Sussex and Essex Streets has a number of vehicles parked too close to the intersection and No Stopping restrictions by way of unbroken yellow lines may assist.

PROPOSAL SUPPORTED UNANIMOUSLY:
Install continuous yellow lines for a distance of 10 m on each leg of the intersection of Essex and Sussex Streets.

13. WARRAWONG
Flagstaff Road and Cowper Street

Background:
The Principal at Warrawong High School has arranged for School students to enter and leave school only via the Flagstaff Road walkway, and pedestrian access to Cowper Street is no longer permitted. The reason is that there is a set of pedestrian signals in Flagstaff Road which allows students to be dropped off and collected from a number of locations on both sides of Flagstaff Road. In Cowper Street there is no crossing facility close by and student safety was a serious concern. The school bus services have also moved to Flagstaff Road and the existing school bus zones on Cowper Street can be removed.

Although the new arrangements are much more satisfactory, the narrow footpaths and large student volumes are causing students to “spill” onto the kerbside lane. It is proposed that an afternoon bus zone be established outside 153 to 155 Flagstaff Road. A recent site meeting at the school did not determine a clear need for new drop off/pick up areas and this aspect of the after school activity will be monitored. Council will consult with residents prior to altering the parking arrangements proposed here.

PROPOSAL SUPPORTED UNANIMOUSLY:
1. Remove of the existing school bus zone on Cowper Street so that the area can be returned to untimed parking.
2. Install a new school bus zone outside 153 – 155 Flagstaff Road to be timed 2:30 pm to 4 pm school days only.

14. HORSLEY
Sierra Drive and Fairwater Drive

Background:
Concerns have been raised by the Principal at Dapto Primary School about driver behaviour and congestion. After a recent site meeting the following outcomes were agreed upon:

- Replace the existing Bus Zone on Fairwater Drive with the No Parking Zone, and replace the No Parking Zone on Sierra Drive with a School Bus Zone.
- The new “No Parking” zone on Fairwater Drive be amended to be timed 0800 - 0930 School Days only.
- Provision of an extra Disabled space next to the existing access parking, providing the new bus zone on Sierra Drive is still adequate.
PROPOSAL SUPPORTED UNANIMOUSLY:
1. Relocate the existing school Bus Zone on Fairwater Drive to replace the No Parking area on Sierra Drive.
2. Relocate the No Parking area on Sierra Drive to replace the Bus Zone on Fairwater Drive; the No Parking Zone to be timed 8 am to 9:30 am School Days only.

REGULATION OF TRAFFIC

15. MT KEIRA
Mt Keira to Mt Kembla

Background:
Greenacres Disability Services are planning to hold their Mountain to Mountain Fun Run/Walk in 12 months’ time on Sunday 2nd August 2015. Participants will meet at Edmund Rice College within the schools boundaries. Participants will exit from the college heading west onto Mt Keira Road, walking/running up Mt Keira, they will then exit off Mt Keira Road, left onto Harry Graham Drive and follow all the way until participants get to Mt Kembla Township. Proposed route is 12.6km. It is understood that Greenacres held an information forum at Mount Kembla in May 2014 to gauge community support for the event.

The closures are proposed for Mt Keira Road and Clive Bissell Drive from 7am to 11am and from 7am to 3.30pm for Harry Graham Drive. In the event that Mr Keira Road and Clive Bissell Drive are required as diversion routes for light traffic due to an emergency on the state road system the event will need to be cancelled.

PROPOSAL SUPPORTED UNANIMOUSLY:
The road closures proposed in the Traffic Management Plan be approved subject to Council’s Standard Conditions for Road Closures (Attachment 1)
(TLTMP - 4401 / 4403 / 4405 / 4406 / 4407 / 4409 / 4410 / 4411 / 4412 / 4420 Rev C – Attachment 3)

16. MT KEIRA
Mt Keira Rd

Background:
WCC is organising a Community Walk to the Summit of Mt Keira to celebrate the reopening of the road. The event was intended to coincide with the completion of the stabilisation work but was postponed to Saturday 8th November 2014 because of poor weather at the end of August. Road works for surfacing and line marking are planned for the week 3rd to 7th November 2014 and this event is now proposed for the day after the road works and closures are proposed on Mt Keira Road from 7am to 12.30pm on the Saturday 8th November 2014.

In the event that Mr Keira Road and Clive Bissell Drive are required as diversion routes for light traffic due to an emergency on the state road system the event will need to be cancelled.

PROPOSAL SUPPORTED UNANIMOUSLY:
The road closures proposed in the Traffic Management Plan be approved subject to Council’s Standard Conditions for Road Closures (Attachment 1)
(TMP 933-4607 - Attachment 4)
17. BULLI
Owen St - Christmas Street Party – 6 December 2014

Background:
An application has been received for the temporary closure of Owen St Bulli from 2pm to 7pm on 6 December 2014 for a Christmas Street party.

This Street closure is limited to one block and Council normally offers to supply sufficient signs and barriers to allow the residents to put the closure in place, making a detailed traffic management plan unnecessary under the circumstances. The arrangements proposed are similar to those in previous years, and it is understood the event went ahead smoothly in 2013.

PROPOSAL SUPPORTED UNANIMOUSLY:
Application be approved subject to Councils Standard Conditions for Road Closures For Street Parties (Attachment 5) – Typical Road Closure Setup for Street Parties (Attachment 6) – Map – Owen St (Attachment 7) – Standard Conditions for Road Closures for Street Parties

18. WOLLONGONG
Harbour Street

Background:
Sydney FC Round 15 – Sydney FC V Newcastle Jets – Saturday 3rd January 2015. In keeping with the standard procedures for level 2 events at the WEC and WIN Stadium it is proposed that Harbour Street be closed for south bound traffic between Burelli Street and Crown Street and that the one way section between Stuart St and Burelli Street also be closed. As the closures are principally for the safety of crowds arriving and leaving the venue, the controls will be in place from 5pm to 11pm.

PROPOSAL SUPPORTED UNANIMOUSLY:
The road closures proposed in the Traffic Management Plan be approved subject to Council’s Standard Conditions for Road Closures (Attachment 1) (TMP 9933-4585 - Attachment 8)

19. WOLLONGONG
Harbour Street, Cliff Road and Endeavour Drive.

Background:
New Year’s Eve City Celebrations are to be held in 2014 with similar road closures and traffic arrangements as in 2013. The closures will be from 5 pm to 10:15 pm and affect Cliff Road, Endeavour Drive and a short section of Harbour Street from Smith Street to Cliff Road. The Traffic Management Plans were circulated subsequent to the meeting and there were no objections.

PROPOSAL SUPPORTED UNANIMOUSLY:
The road closures proposed in the Traffic Management Plan be approved subject to Council’s Standard Conditions for Road Closures (Attachment 1) (TMP – NYE-P1 – Attachment 9)

20. WOLLONGONG
Harbour Street, Cliff Road, Bourke Street and Endeavour Drive

Background:
Council is managing the Australia Day Celebration on 26 January 2015, in a similar way to previous years. The closures of the above streets will be from 5 am to 10:15 pm. The Traffic Management Plans were circulated subsequent to the meeting and there were no objections.
PROPOSAL SUPPORTED UNANIMOUSLY:
The road closures proposed in the Traffic Management Plan be approved subject to Council’s Standard Conditions for Road Closures (Attachment 1)
(TMP’s AUSDAY- P1 & P2 & P3 & P4 – Attachment 10)

21. MADDEN PLAINS – BULLI TOPS
Convoy 2014

Background:
This year’s Convoy is set for Sunday 16 November 2014 and will be starting at the Old Princes Hwy Bulli Tops which is planned to be closed at both ends between Bulli Tops and Helensburgh. At Bulli Tops cars will be turned around and directed to Appin Rd then back on the M1 to head north, no traffic will be permitted to enter at this end.

At the Helensburgh end all traffic coming off the M1 will be directed northwards towards Helensburgh, and all traffic heading south will be turned around safely or directed onto the M1. All convoy trucks will be permitted to turn left off the M1 or come straight through the road closure if they come from the north and make their way down to Bulli Tops to line up in the South Bound direction.

There will be VMS boards notifying traffic at both ends which will be installed a week prior to the event. All residents in the area will be notified.

PROPOSAL SUPPORTED UNANIMOUSLY:
The Traffic Management plans be approved subject to Council’s Standard Conditions for road closures
(Attachment 1)
(TMP – MJ1250314-1 - Attachment 11)

DESIGN MATTERS
22. UNANDERRA
Nolan Street

Background:
The Nan Tien Temple development had a single pedestrian refuge east of the motorway on Nolan Street approved in 2013, but there are a number of constraints which meant the design had to be altered. A second refuge is now proposed on the western side of the motorway and the final plans have been re-submitted for Council’s approval. The crossing points have no street lighting and this will need to be provided. There is a risk pedestrians may cross between the refuge and the bridge (westernmost refuge) and mesh fencing will ensure pedestrians use the refuge crossing.

PROPOSAL SUPPORTED UNANIMOUSLY:
The submitted plans be approved subject to:
   a) Chain mesh fencing to be installed on the edge of the footpath from the western most refuge to the bridge on the north side of Nolan Street
   b) The taper at each end of both refuge crossing be chevron/pavement marked as per standards
   c) Approved pedestrian warning signs to be located in Nolan Street, both approaches
   d) The pedestrian refuge design to comply with the RMS technical direction for refuge crossings.
   e) Street lighting to be installed in accordance with the Australian Standards at each refuge crossing.
(Attachment 12)
A road closure, following approval by the Traffic Committee, is subject to the following additional Council conditions:

1. The applicant must apply to for a section 138 permit to occupy the road reserve. The application must include: A copy of these conditions signed as accepted
   a. A copy of a letter from the Traffic Committee authorising the closure
   b. The TMP
   c. The ROL (if required)
   d. Police approval
   e. Public liability insurance
2. The applicant must obtain written approval from the NSW Police Service.
3. The applicant must obtain an ROL (Road Occupancy Licence) from the Roads & Maritime Services if the closure is on a classified road or within 100m of any traffic control signals.
4. The applicant must advise all affected residents and business owners within the closure area of the closure dates and time in writing, seven days prior to the intended date of works.
5. The applicant must advise the Emergency Services (Ambulance, Fire Brigade and NSW Police), Taxi Co-op and Bus Companies of the closure dates and times in writing, seven days prior to the intended date of works. The applicant must endeavour to minimise the impact on bus services during the closure.
6. The closure must be set up in accordance with a Traffic Management Plan (TMP) prepared by an appropriately qualified traffic control person. A copy of the person’s qualifications must be detailed within the TMP.
7. The TMP must be physically set-up by appropriately qualified traffic control persons or the NSW Police.
8. Access for affected business owners and residents must be maintained where possible. Where direct access cannot be achieved an alternative arrangement must be agreed to by both the applicant and affected person/s.
9. The applicant must advertise the closure in the Public Notice section of the local newspaper, detailing the closure dates and times. This advertisement must appear no less than seven days prior to the closure.
10. The applicant must provide Council with a copy of a current public liability insurance policy to a value no less than 10 million dollars which covers Wollongong City Council against any claims arising from the closure.
8. Road Closures

Temporary road closures and detours will be implemented so that vehicles, pedestrians and residents can safely move around the venue on game days.

8.1. Roads Closed and Times

Mt Keira Rd - Mt Keira Rd at the intersection of Spring St will be from 1.5 hours (7am) prior to the event starting to approximately 1 hour (9.30am) after the start of the event. Please see TLTCP-4405

Allen St, Yates Ave & Gipps Rd - Allen St, Yates Ave & Gipps Rd will be closed from 1.5 hours (7am) prior to the event starting to approximately 1 hour (9.30am) after the start of the event. Please see TLTCP-4406

Queen Elizabeth Dr - Queen Elizabeth Dr will be closed at the intersection of Mt Keira Rd from 1.5 hours (7am) prior to the event starting to approximately 2.5 hours (11:00am) after the start of the event. Please see TLTCP-4407

Clive Bissell Dr - Clive Bissell Drive will be closed between Mount Ousley Rd and Mt Keira Rd from 1.5 hours (7am) prior to the event starting to approximately 2.5 hours (11:00am) after the start of the event. Please see TLTCP-4408 and TLTCP-4410

Harry Graham Dr - Harry Graham Drive will be closed between Clive Bissell Dr and Central Ave Mt Kembla from 1.5 hours (7am) prior to the event starting to approximately 7 hour (3:30pm) after the start of the event. Please see TLTCP-4409 and TLTCP-4412

9. Timing of Road Closure and Stop slow

Walking/running event starts walking at 8.30am

<table>
<thead>
<tr>
<th>TCP #</th>
<th>Location</th>
<th>Start Time</th>
<th>Finish Time</th>
<th>Installed</th>
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<tbody>
<tr>
<td>4403</td>
<td>Mt Keira Rd, Yallagong St and Spring St, traffic under Stop Slow traffic</td>
<td>1.5 hours prior to Event Start Time (7am)</td>
<td>15 Minutes after Event Start Time</td>
<td>T/L</td>
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<tr>
<td>4405</td>
<td>Mt Keira Rd closed at Spring St, Intersection</td>
<td>1.5 hours prior to Event Start Time (7am)</td>
<td>1 hour after Event Start Time (9.30am)</td>
<td>T/L</td>
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<tr>
<td>4406</td>
<td>Allen St, Yates Ave and Gipps Rd Closure</td>
<td>1.5 hours prior to Event Start Time (7am)</td>
<td>1 hour after Event Start Time (9.30am)</td>
<td>T/L</td>
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<tr>
<td>4407</td>
<td>Queen Elizabeth Dr road closure</td>
<td>1.5 hours prior to Event Start Time (7am)</td>
<td>2 hours after Event Start Time (10:30am)</td>
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<td>4408</td>
<td>Clive Bissell Drive closed at Mount Ousley Intersection</td>
<td>2.5 hours prior to Event Start Time (7am)</td>
<td>2.5 hours after Event Start Time (11:00am)</td>
<td>T/L</td>
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ATTACHMENT A

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9.1. Changing of TCP Start and Finishing Times

The table provided above is an indication of start and finish times. Start times for stop slow works and road closures will not change, but finishing times could change.

1. Bad weather conditions - before or after the event which will result in participants leaving the start line later or taking longer to finish the event at relevant check points
2. Event participants finish later because of an injury or an emergency

10. Car Parking

Car parking will be provided within Edmund Rice College at the start of the event. Traffic controllers will assist Vehicles into Edmund Rice College when vehicles are in Edmund Rice College they will be directed by volunteers from Greensaner Disability Services. There will be minimal parking on Mt Keira Rd at the start of the event and no parking for vehicles along the event route at any time. Car parking at the end of the event in Mt Kembla will be provided off the main roads, and vehicles will be directed by Traffic controllers and volunteers.

11. Bus Routes and Bus Stops

There is a bus route that is affected by this event; currently there is a bus route on Mt Keira Road, right into Springs Street, left onto Allen Street, and then left, back onto Mt Keira Road.

There are three bus stops on Springs Street and two bus stops on Mt Keira Road. Two bus stops on Mt Keira Road will be closed for from 7am to 9:30am. Please see attachment 2, Bus Route and Bus Stops for old and new bus routes and bus stops that will be affected.

7

TMP - Mountain to Mountain Walking/Running Event
TLTMP-4401 Rev C
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented
1.5 hrs prior to start and
pulled up after last runner/
walker passes Check Point #2

Legend
Walkers/Runners
Runners/Walkers
Safety Marshal

Edmund Rice College

Key
Participants in fun
run to walk/run
in left lane as shown
in key to maintain
as much safety as
possible
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #2
TCP to be implemented after last runner/walker has passed checkpoint #2 & packed up after last runner/walker passes Check Point #3

Bus Stop to be in removed on event day. Passengers to be instructed to move to bus stop in Spring St. Approval from bus supplier to be organised.

Traffic Controller to only let residents through closure that can provide valid drivers license of their current residency. Residents to be instructed to drive at walking pace in right hand lane only. Only one resident in one direction may be allowed into the event closure at any one time.

Legend
Walkers/Runners
Curve
Safety Marshal

Participants in fun run to walk/run in left lane as shown in key to maintain as much safety as possible.
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented 1.5 Hrs prior to start and packed up after last runner/walker passes Check Point #3

Legend
Cone
Walkers/Runners
Safety Marshal

Access to shop to be maintained at all times. People wanting to access shop to be instructed to enter via Spring St and park in carpark as shown.

Traffic Control may only be imposed by residents through closures that can prove valid others license of three current residents. Residents to be instructed to drive at waking pace in right hand lane only, only one resident in one direction may be allowed into the event streets at any one time.

Participants in fun run to walk/run in left lane as shown in key to maintain as much safety as possible.

City of Wollongong Traffic Committee
17 September 2014
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented
1.5 Hrs prior to start and
packed up after last runner/
walker passes Check Point #3

Traffic Controller to inform
any motorists trying to exit
Queen Elizabeth Drv that
long delays are to be expected.
Only once last participant and
shadow vehicle has cleared may
the exit down the mountain.

50m

Queen Elizabeth Drv

Mt Keira Rd

Participants in fun
run to walk/run
in left lane as shown
in key to maintain
as much safety as
possible

Legend

Walkers/Runners
Safety Marshal

Key

City of Wollongong Traffic Committee  17 September 2014
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented
1.5 Hrs prior to start and
packed up after last runner/
walker passes Check Point #3

Legend

Note:
This site specific TCP is based on
TCP No. 1210 and is to be
set up and packed up by qualified
traffic controllers with current
Introduction to Traffic Control
or Roadway (Yellow Card). Any
modifications made to this site
specific TCP should made by
qualified personnel with current
Sworn and Nightly (Red Card) or
Design and Audit (Orange Card).

All modifications to be signed off
on this TCP along with certification
number.
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #3
TOP to be implemented after last runner/walker has passed checkpoint #3 & packed up after last runner/walker finishes fun run

Legend
Walkers/Runners
Cone
Safety凯特尔

Participants in fun run must walk in left lane as shown in key to maintain as much safety as possible

Traffic Controller to only let residents through closures that can provide valid drivers license of their current residence.
Residents to be instructed to drive at walking pace in right hand lane only. Only one resident in one direction may be allowed into the event closure at any one time.
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented 1.5 Hrs prior to start and packed up after last runner/walker passes Check Point #3

Traffic Controller to only let residents through closure that can provide valid drivers license of their current residency.

Legend
Walkers/Runners
Safety Marshal
Cone

Participants in fun run to walk/run in left lane as shown in key to maintain as much safety as possible.

Check Point #3

City of Wollongong Traffic Committee
17 September 2014
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented
1.5 Hrs prior to start &
packed up after last runner/walker Finishes fun run

Traffic Controller to only let residents through closure that
can provide valid drivers license of their current residency.

Client: Greenacres
Location: Mt Keira - Mt Kembla
Drawn: 2010/12/04
Time of Issue: 6:00 PM

This site specific TCP is based on 'Traffic Manual 2010' and is to be setup and packet up by qualified traffic controllers with current introduction to
Traffic Control at Roadworks (Yellow Card). Any modifications made to this site specific TCP should be made by qualified personal with current Select
and Modify (Red Card) or Design and Audit (Orange Card) and all modifications to be signed off on this TCP along with certification number.
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

STAGE #1
TCP to be implemented
1.5 Hrs prior to start &
packed up after last runner/
walker finishes fun run

Legend

Cone

Traffic Controller to only let
residents through closures that
are provided to drivers license
of their current residency.
Residents to be instructed to
drive at walking pace. Only one
resident in one direction may be
allowed into the event closure at
any one time.

Community Hall

View St

Central Ave

Harry Greener Drv
TRAFFIC CONTROL PLAN FOR MOUNTAIN TO MOUNTAIN FUN RUN

Legend
- Walkers/Runners
- Safety Marshal

STAGE #1
TCP to be implemented
1.5 Hrs prior to start and
packed up after last runner/
walker passes Check Point #3

Key:
Participants in fun
run to walk/run
in left lane as shown
in key to maintain
as much safety as
possible

attachment

City of Wollongong Traffic Committee 17 September 2014
TRAFFIC MANAGEMENT PLAN

Traffic Plan: 9933-4607
Type: Two Lane, Two Way
As Per: TCP - 54
Location: Mt Keira Rd, Mt Keira
Date: Sat 8th November, 2014
Duration: 07:00hrs to 12:30hrs

REASON FOR CLOSURE
Activate Events requires a traffic control plan during Mt Keira Challenge, community walk and Cycle.

TRAFFIC CONTROL
Traffic control will consist of:
Standard TCP used as a guide only is TCP 54
All Signage as per attached Traffic Plan (Donnelley Civil Pty Ltd holds no responsibility for the implementation of this TCP by another contractor.)
Variations in sign distances due to position of Shops and traffic signals.
All relevant audits to be carried out by qualified personal.
Accredited Traffic Controllers are required to establish and maintain site during the closure.
Traffic Controller is maintain site vision at all times.
Work is to be carried out during daylight hours only.

LOCAL TRAFFIC
BUSES, the local bus companies will be informed of the disruption to Traffic Conditions when directly affected.

EMERGENCY SERVICES
POLICE, AMBULANCE, FIRE and SES services shall be contacted once approval for the traffic control plan has been given to inform them of the interruption to Traffic Conditions. Although should not be effected by this disruption.

SITE SUPERVISION
Site supervisor will conduct a pre job check of the sign layout for faults or misleading signs and will be done in conjunction with Traffic Control at Work Sites manual Audit Checklist and to Regulations.
He will also be required to assist in changes during the course of the project.
Traffic Controllers:
1. 7am - 9:45am Local Traffic no access 8am-9:15am
2. 7am - 8:30am then move to Demonstration School
3. 7am - 12pm closed 7am - 10am Detour via Spring St
4. 7am - 11am
5. 7:30am - 12:30am
6. 7am - 11am

Marshall:
1. 7am - 8am
2. 7am - 10am Road closed
3. Local Traffic left turn only 7am - 8am
4. 7am - 10am Detour via Spring St
5. No Access 7am-8am, right turn exit only 8am - 12pm
TYPICAL RD CLOSURE SETUP FOR ST PARTIES

TYPICAL BARRIER BOARD

TYPICAL BARRIER BOARD WITH ROAD CLOSED SIGN AND LAMPS

TYPICAL BARRIER BOARD WITH ROAD CLOSED SIGN AND LAMPS

TYPICAL ROAD CLOSURE SETUP FOR STREET PARTIES
STANDARD CONDITIONS FOR RD CLOSURES FOR ST PARTIES

1 Each Rd affected by the closure approval shall be restored to full and uninterrupted traffic flow prior to the end of the closure.

2 The Rd shall be cleared sufficiently to allow an emergency vehicle access to a property within the closure area. For this reason, no barbecues, heavy tables or other heavy equipment is to be set up on the Rd pavement.

3 You are required to advertise the road closure in the local newspaper
   (e.g.) Temporary Rd Closure – Owen St, Bulli
   Date: 6 December 2014
   Time: 2 pm – 7 pm
   Event: St Party

4 Council will notify emergency services and the Police Service.

5 NSW Police Service directions are to be strictly adhered to.

6 Council will endeavour to make available to you the following equipment for the closure

<table>
<thead>
<tr>
<th>Regular St Equipment Requirements</th>
<th>Cul - De - Sac St Equipment Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Barrier legs</td>
<td>3 Barrier legs</td>
</tr>
<tr>
<td>12 Rd Barriers</td>
<td>6 Rd Barriers</td>
</tr>
<tr>
<td>2 Rd Closed Signs</td>
<td>1 Rd Closed Signs</td>
</tr>
<tr>
<td>4 Flashing Lights</td>
<td>2 Flashing Lights</td>
</tr>
</tbody>
</table>

It should be noted that Council does not supply 9 volt batteries for flashing lights, however batteries can be made available for approximately $3.40 each.

The flashing lights must be fixed to the barriers and operating prior to sunset.

It is your responsibility to collect this equipment from Council’s Works Depot Store, Montague St, North Wollongong, prior to 2.00 pm on the last working day prior to your proposed road closure, and return same on the next working day following the closure. Please ensure you sign a receipt when collecting and returning this equipment.

Equipment, which is returned damaged beyond use or not returned at all, will be replaced at your cost.

A sufficient number of people (at least 2), together with a vehicle suitable for the purpose of transporting the relevant equipment, are to be provided by the organisers for the loading and unloading of this equipment at the Depot.

7 You are requested to email Council’s Events and Functions Coordinator events@wollongong.nsw.gov.au two weeks prior to pick-up to ensure availability of the equipment.

8 If Council’s Store does not have sufficient equipment to lend, you are to obtain equipment from another source (e.g. hire firm), at your expense.
TRAFFIC MANAGEMENT PLAN

Traffic Plan: 9933-4585
Type: Two lane, two way
As Per: TCP - 53, 61
Location: Harbour St, Wollongong
Date: 3rd January, 2015
Duration: 05.00hrs to 23.00hrs

Sydney FC v Newcastle Jets

REASON FOR CLOSURE

WN Entertainment Centre requires a traffic control plan during football match between Sydney FC and Newcastle Jets. Approx 6,000 patrons will be attending the game.

TRAFFIC CONTROL

Traffic control will consist of:
Standard TCP used as a guide only is TCP 83, 53, 54, 61
All Signage as per attached Traffic Plan (Donnelley Civil Pty Ltd holds no responsibility for the implementation of this TCP by another contractor)
Variations in sign distances due to position of Shops and traffic signals.
All relevant audits to be carried out by qualified personal.
Accredited Traffic Controllers are required to Establish and Maintain site during the closure
Traffic Controller is Maintain site vision at all times
Work is to be carried out during daylight hours only.

LOCAL TRAFFIC

BUSES, The local bus companies will be informed of the disruption to Traffic Conditions when directly affected

EMERGENCY SERVICES

POLICE, AMBULANCE, FIRE and SES services shall be contacted once approval for the traffic control plan has been given to inform them of the interruption to Traffic Conditions Although should not be affected by this disruption.

SITE SUPERVISION

Site supervisor will conduct a pre job check of the sign layout for faults or misleading signs and will be done in conjunction with Traffic Control at Work Sites manual Audit Checklist and to Regulations.
NEW YEARS EVE

PLAN 1

NOTE:
ROADS TO BE CLOSED FROM 12PM AND OPENED AT 7AM.
Advisory speed limit may apply.
Access Passes: Only from Macquarie St to Hornsby Rd.
Traffic Control
Safety Rules

1. No pedestrians on carriageway (no exceptions)
2. Vehicles parked single file for access by emergency vehicles
3. Traffic must be slowed to 40 km/h at all times
4. Trucks to off shoulders as possible
5. Police and emergency vehicles have right of way at all times
6. All local traffic and Golfers will have Dialtone escorting.

Trucks enter one way

Locals and Golfers will be escorted by Dialtone
in and out of the road closure at 40 km/h