

WOLLONGONG CITY COUNCIL

Traffic Committee Minutes

14 January 2025



MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE

at 9.15 am

14 January 2025

RECOMMENDATION

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

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

Author's Name	Author's Title	Date
Tyson Perry	Transport Services Coordinator	14 January 2025
Jerah Fox	Transport and Infrastructure Planning Manager	14 January 2025
Nathan McBriarty	Manager Infrastructure Strategy and Planning	16 January 2025
Jo Page	Director – Infrastructure and Works	16 January 2025
Name	Title	Date
Greg Doyle	General Manager	20 January 2025

TUESDAY 14 JANUARY 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.**

PRESENT	
Tyson Perry	Wollongong City Council
Lisa Campbell	Wollongong City Council
Nicole Brodie	Transport for NSW – Online feedback received
Senior Constable Vanessa Menzies	NSW Police – Online feedback received
Inspector Will Collins	NSW Police – Online feedback received
John Burns	Representing the Member for Keira and Member for Wollongong – Online feedback received

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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 Apologies

Robert Cummins (Representing the Member for Shellharbour)
Les Dion (Dion's Bus Service)
Justin Smith (Transit Systems)
Jarrod Thompson (Premier Illawarra)

1.4 Business Arising from Previous Meeting

2 GENERAL BUSINESS

2.1 KANAHOOKA, Kanahooka Road – Ward 3 – Wollongong Electorate – Refuge Upgrade outside IRT

BACKGROUND

The Illawarra Retirement Trust (IRT) in Kanahooka has requested for Council to consider a proposal to construct a new pedestrian refuge to improve access for residents, staff and visitors. There is already an existing pedestrian refuge constructed primarily for IRT residents, however the IRT has reported that due to the refuge island and lane alignment, there has been issues with residents turning vehicles in and out of the facility (especially when larger vehicles are present).

The IRT has engaged Jones Nicholson to design a new refuge crossing and adjust the lane configuration with the aim to improve access/egress to the property. The refuge island and right turn lane treatments will be offset to the south of Kanahooka Road to allow more room for turning into the IRT building. The kerb blister on the south side of Kanahooka Road will be removed and a new kerb blister will be installed on the north side.

Due the new alignment, parking is proposed to be removed between Brolga Street and the refuge island on the south side of Kanahooka Road. The bus stop west of Brolga Street is proposed to be relocated further west and will be updated to Disability Standards for accessible public transport (DSAPT) compliant. Overall, the net loss of parking is 1 space in total for this item.

CONSULTATION

The IRT have undertaken consultation with the residents from 209 to 225 Kanahooka Road regarding the proposal. There was a total of 10 residents consulted on two occasions. The first was on 26th August 2024 with an introduction letter, followed by a door knock on 29th August 2024. A subsequent consultation letter was issued on 2nd December 2024. The consultation feedback was mixed with some residents supporting the proposal, one resident objecting to the proposal due to on-street parking loss and some residents also not providing any response.

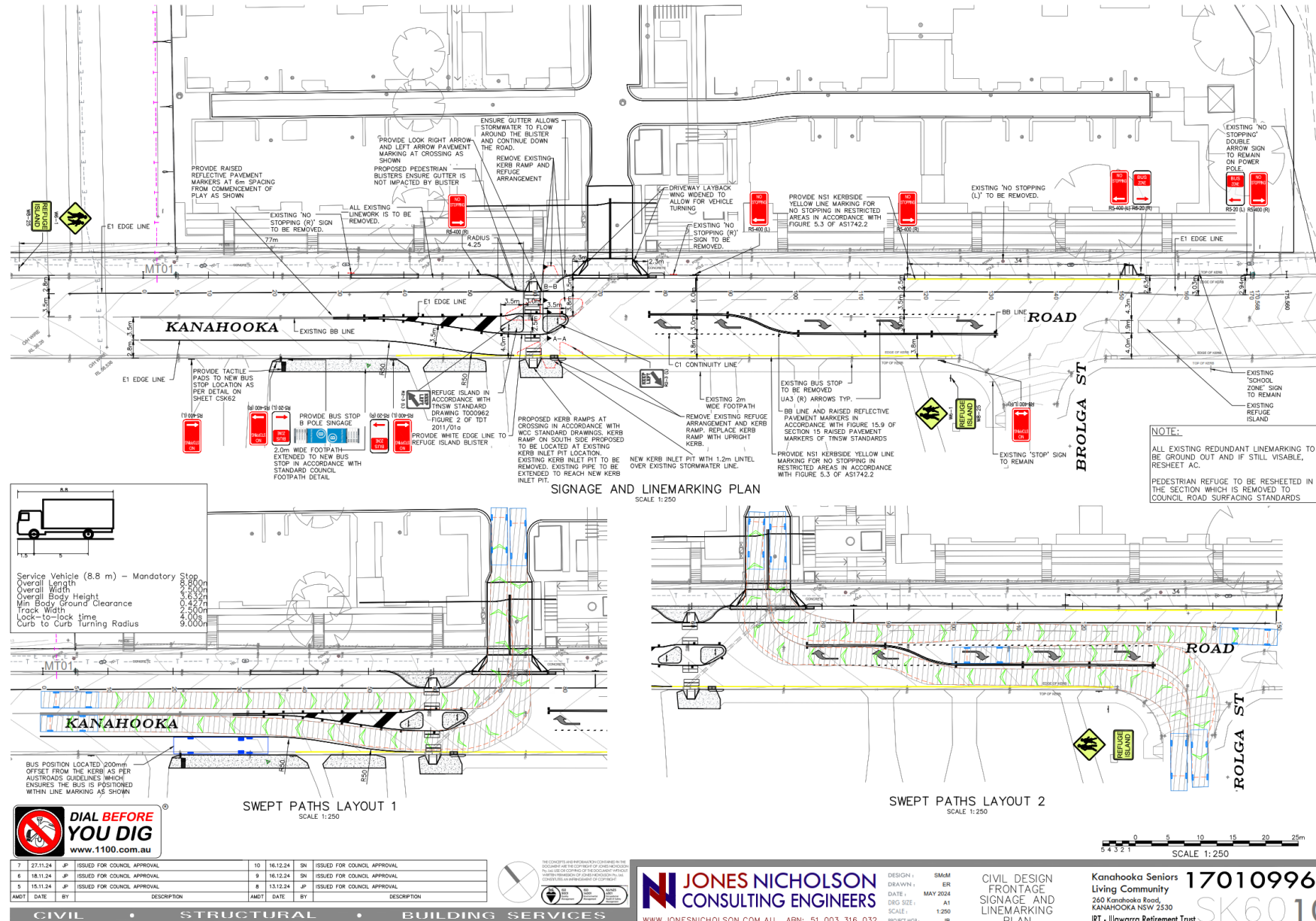
Council has reviewed the consultation summary and supports the proposal. Overall, the loss of 1 car parking space is considered minimal noting there is sufficient off-street parking available to residents west of the refuge island, on the north side of Kanahooka Road and along Brolga Street.

COMMITTEE'S RECOMMENDATION

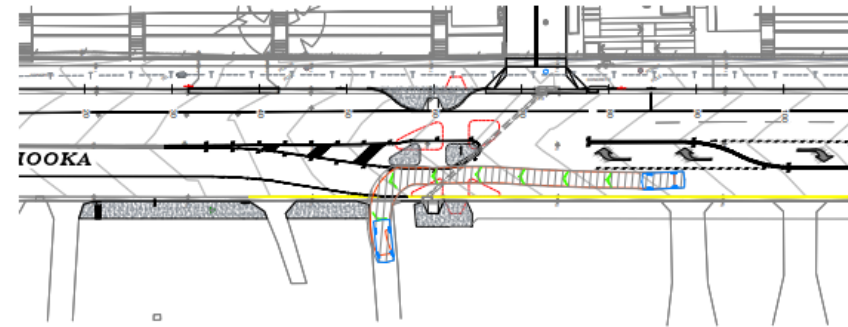
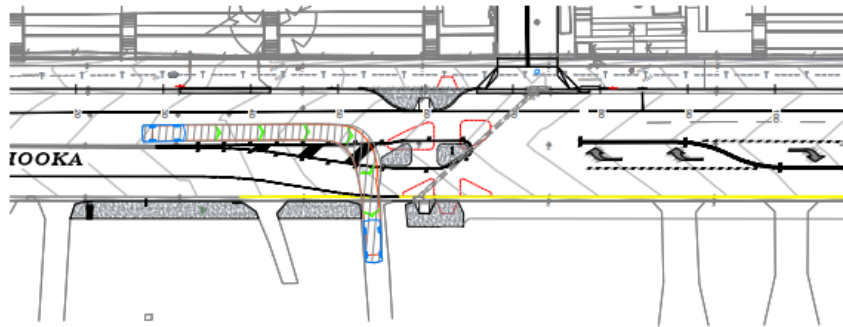
The attached plan be approved.

CARRIED UNANIMOUSLY

Item 2.1 – KANAHOOKA, Kanahooka Road – Refuge Upgrade outside IRT – Page 1 of 3

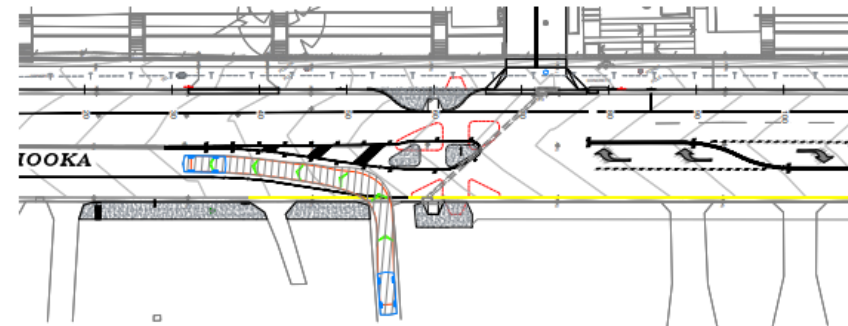
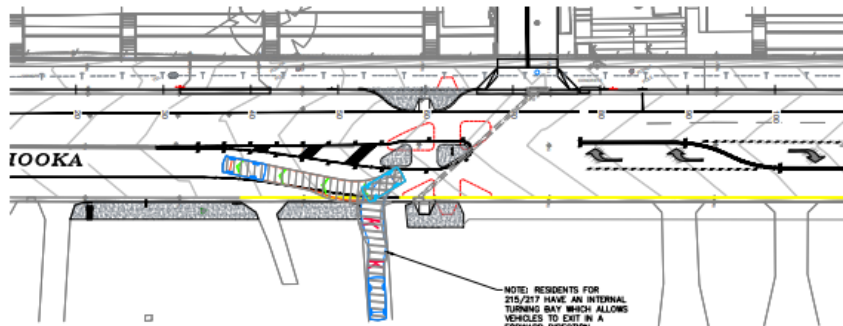


Item 2.1 – KANAHOOKA, Kanahooka Road – Refuge Upgrade outside IRT – Page 2 of 3



TURNING PATH ENTRY 2
[FORWARD ENTRY TO 215/217]
SCALE 1:250

TURNING PATH ENTRY 2
[FORWARD ENTRY TO 215/217]
SCALE 1:250



NOTE: RESIDENTS FOR 215/217 HAVE AN INTERNAL TURNING BAY WHICH ALLOWS VEHICLES TO EXIT IN A FORWARD DIRECTION. THEREFORE IT IS UNLIKELY THAT THE RESIDENTS WILL EXIT BY REVERSING.

TURNING PATH EXIT 1
[REVERSE EXIT FROM 215/217]
SCALE 1:250

TURNING PATH EXIT 2
[FORWARD EXIT FROM 215/217]
SCALE 1:250



AMDT	DATE	BY	DESCRIPTION	AMDT	DATE	BY	DESCRIPTION
2	13/12/24	JP	ISSUED FOR COUNCIL APPROVAL				
2	18/11/24	JP	ISSUED FOR COUNCIL APPROVAL				
1	12/11/24	JP	ISSUED FOR COUNCIL APPROVAL				



JONES NICHOLSON
CONSULTING ENGINEERS
WWW.JONESNICHOLSON.COM.AU ABN: 51 003 316 032

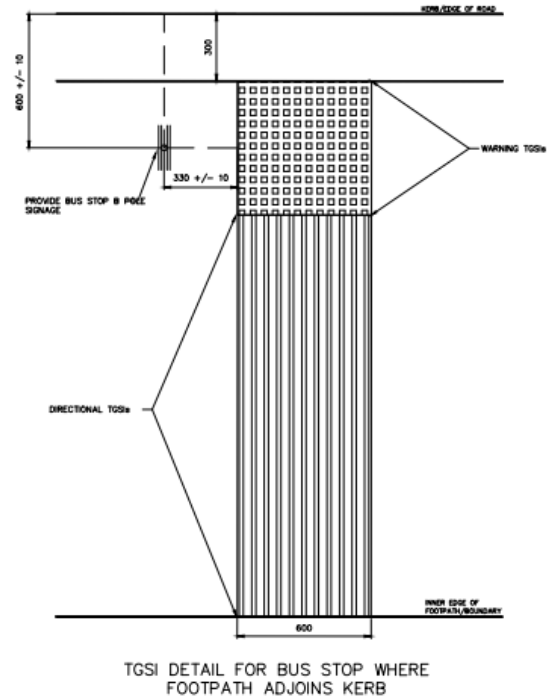
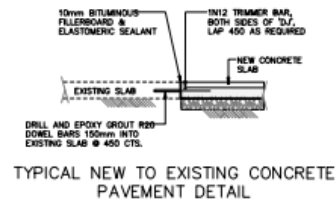
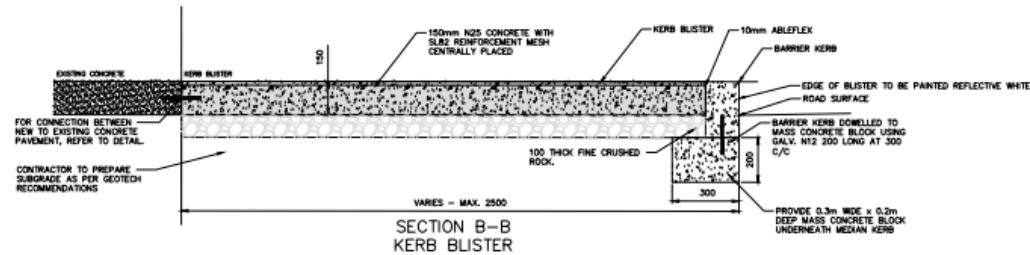
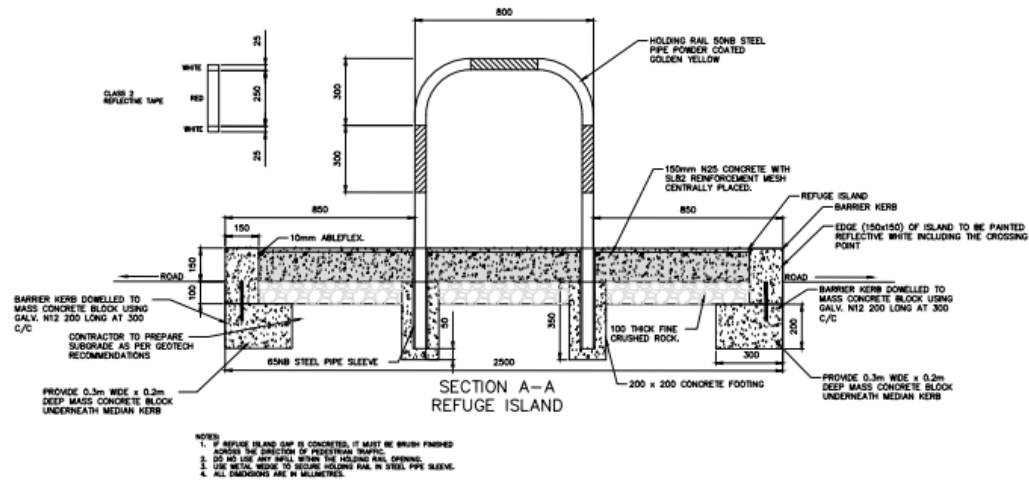
DESIGNER: DM
DRAWN: JP
DATE: NOV 2024
DWG SIZE: A1
SCALE: 1:250
PROJECT NO: CC

CIVIL DESIGN
TURNING PATH
CHECKS – B85

Kanahooka Seniors Living Community
250 Kanahooka Road,
KANAHOOKA NSW 2530
IRT - Illawarra Retirement Trust
17010996
SK613



KANAHOOKA, Kanahooka Road – Refuge Upgrade outside IRT – Page 3 of 3



NO.	DATE	BY	DESCRIPTION	REV.	DATE	BY	DESCRIPTION
1	12/1/24	JP	ISSUED FOR COUNCIL APPROVAL				



JONES NICHOLSON
CONSULTING ENGINEERS
WWW.JONESNICHOLSON.COM.AU ABN: 51 003 316 032

DESIGN: DM
DRAWING: JP
DATE: NOV 2024
Dwg No: A1
SCALE: AS SHOWN
PROJECT NO: CC

CIVIL DESIGN
TYPICAL DETAILS
AND SECTIONS

0 5 10 15 20 25m
SCALE 1:250

Kanahooka Seniors Living Community
260 Kanahooka Road,
KANAHOOKA NSW 2530
IRT - Illawarra Retirement Trust
17010996
SK622

2.2 WOLLONGONG, Market Street – Ward 2 – Wollongong Electorate – Loading Zone

BACKGROUND

Council has reviewed the traffic conditions at 26-28 Market Street, Wollongong. Currently, there are concerns relating to lack of loading opportunities for the convenience store on the ground floor of this property. The property does not have on site loading facilities for vehicles that deliver goods to the convenience store, further, there are no existing loading zones in this block of Market Street.

It is proposed to install a 12m loading zone outside 24 Market Street, Wollongong. This removes 2 public on-street parking spaces. The proposed location is more suitable than outside 26-28 Market Street as rear unloading can be better accommodated, there are no street trees that may hinder side unloading and the 2P paid parking zone can be retained in one section rather than be split by the loading zone. The proposed changes will support servicing needs at 26-28 Market Street and surrounding sites in this area of Market Street.

CONSULTATION

Consultation has occurred with approximately 200 surrounding tenants and property owners in April 2024 and June 2024 with a submission period of two weeks on each occasion. Three responses were received.

In the initial April 2024 consultation, Council proposed a loading zone at 26-28 Market Street. One objection was received suggesting 24 Market Street would be a better location for the loading zone to better accommodate unloading at the rear. The proposal was revised to have the zone located outside 24 Market Street and sent to surrounding tenants and property owners for feedback.

During the June 2024 consultation (revised proposal). One response objecting to the revised proposal was received. The four key issues raised in the objection and Council responses to these issues are provided below. Council has considered these issues and the initial loading zone request and proposes to proceed with the loading zone install.

- 26-28 Market Street has a retail component which requires regular deliveries, 24 Market Street has an on-site loading bay and no retail component.

The proposed street loading zone will support surrounding uses. The proposed location outside 24 Market Street will allow unloading from the rear of a truck occur over the driveway to 26-28 allowing for a 12m loading zone which would otherwise need to be significantly longer than 12m if located outside 26-28. There are also street trees outside 26-28 Market Street which can hinder unloading from the side of the vehicle. Furthermore, the placement outside 24 Market Street will maintain the 2P paid parking in a continuous section rather than split up by the loading zone.

- Large vehicles in the proposed loading zone will make it dangerous to turn right out of 24 Market Street. Turning left results in a long trip to the CBD due to surrounding one way and no right turn restrictions.

The loading zone will be occupied sporadically. In the instances that the loading zone is occupied, drivers can edge out slowly looking for a gap in traffic. The loading zone will be offset from the driveway approximately 2m and the kerbside lane width of 3.5m at this location can facilitate this approach.

- There is already a Loading Zone less than 30 metres away on Market Street

There are no loading zones within Market Street between Corrimal Street and Kembla Street. While there is a loading zone east of Corrimal Street the distance, kerb ramps and traffic signal crossings, quantity and type of goods to be unloaded to 26-28 Market Street make this location unsuitable.

- 24 Market Street and several other surrounding properties nearby house elderly residents who regularly receive in-home care and the three parking spots proposed are invaluable for the providers of such care

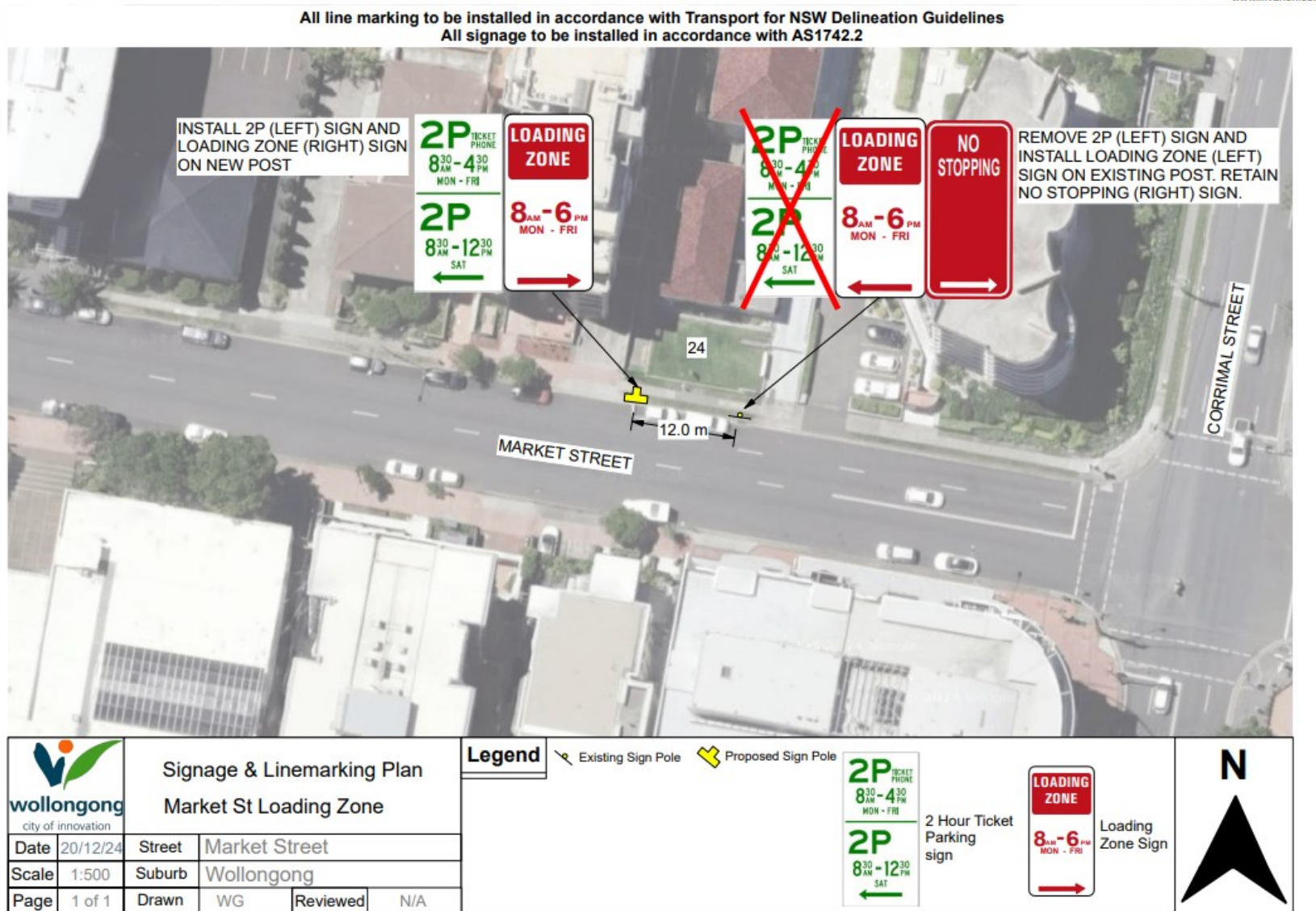
In front of 24 Market Street, the distance between driveways is 14m which can accommodate two vehicles. Loading zones are a critical element of kerbside uses in business districts and Council needs to balance allocation of kerbside spaces across different key user groups. The majority of kerbside space is allocated to 2-hour parking within this section of Market Street. Where possible onsite parking including visitor parking can be used for care providers. Furthermore, the Market Street public carpark is less than a 5-minute walk away.

COMMITTEE'S RECOMMENDATION

The attached plan be approved.

CARRIED UNANIMOUSLY

Item 2.2 – WOLLONGONG, Market Street – Loading Zone



2.3 KANAHOOKA, William Beach Road – Ward 3 – Wollongong Electorate – No Parking

BACKGROUND

Council has reviewed the traffic conditions at William Beach Road, Kanahooka. Currently, concerns have been raised regarding access and safety issues during game days at Webb Park. Both sides of the street are used for on street parking to supplement parking at Webb Park and the road can become quite congested with vehicles entering and exiting concurrently. Emergency vehicle access has also been raised as a concern, with potential for delays to response times.

It is proposed to install “No Parking 8am – 12pm Saturday” on the northern side of the road only. The proposed changes will ensure clear space for vehicular access during this peak park usage period, including improving access for emergency service vehicles should the need arise. A kerbside parking analysis was carried out and it was found there is more parking space available on the south side of the road than the north – the restrictions are therefore proposed for the north side to minimise impacts to residents and maximise remaining parking supply.

CONSULTATION

Consultation has occurred prior to the local traffic committee with all residents of William Beach Road as well as Lakeside Lions Junior Football Club. The community support the proposal.

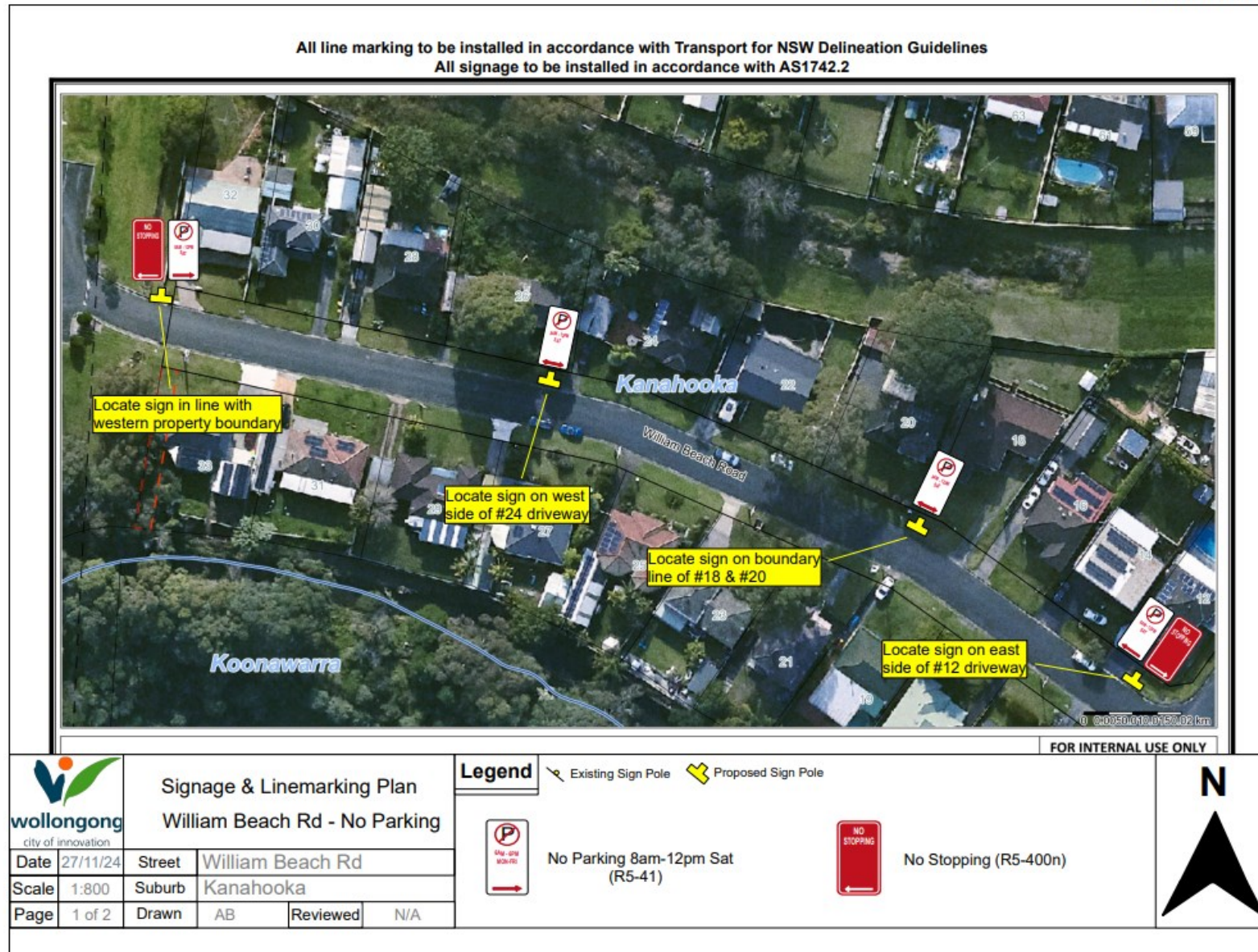
COMMITTEE'S RECOMMENDATION

The attached plan be approved.

CARRIED UNANIMOUSLY

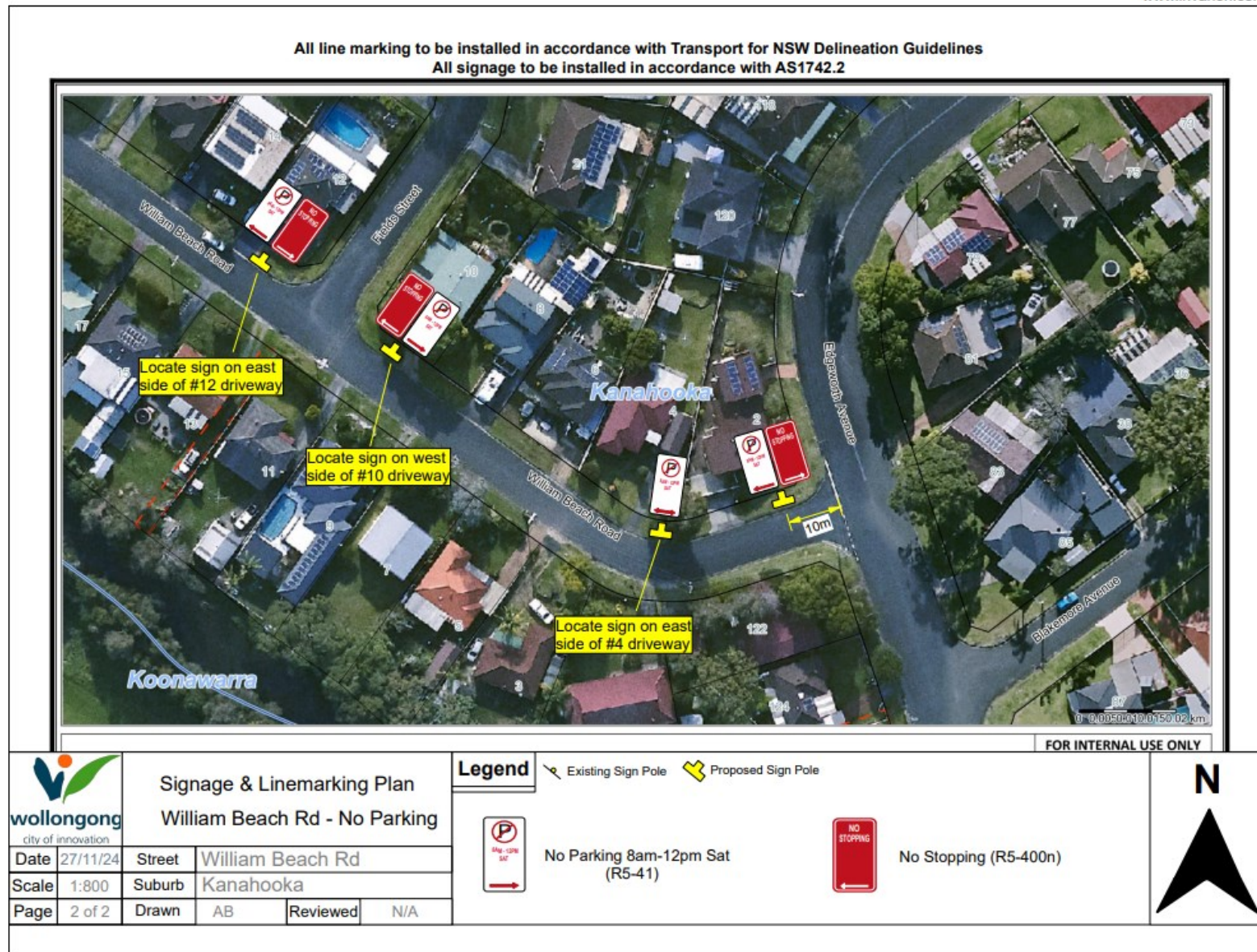
Item 2.3 – KANAHOOKA, William Beach Road – No Parking – Page 1 of 2

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Item 2.3 – KANAHOOKA, William Beach Road – No Parking – Page 2 of 2

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2.4 TOWRADGI, Towradgi Road and Ziems Avenue – Ward 1 – Keira Electorate – Timed No Parking

BACKGROUND

Council has reviewed the traffic conditions at Towradgi Road and Ziems Avenue, Towradgi. Currently, Council have recently received reports from the community of cars parking too close to the intersection and a missing Timed No Parking sign on Towradgi Road. Council has proposed to install signage to formalise parking at this intersection and provide consistency with the existing arrangement along Towradgi Road.

CONSULTATION

Consultation was carried out with adjacent residents and owners in November 2024. No responses or objections were received.

COMMITTEE'S RECOMMENDATION

The attached plan be approved.

CARRIED UNANIMOUSLY

Item 2.4 – TOWRADGI, Towradgi Road and Ziems Avenue – Timed No Parking

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2.5 WEST WOLLONGONG, Dempster Street – Ward 2 – Wollongong Electorate – No Stopping (NS1) Line marking BACKGROUND

Council has reviewed the traffic conditions at Dempster Street, West Wollongong. Currently, concerns have been raised regarding near misses and obstructed sight lines. Council is reinstalling the BB line marking at this bend which was not reinstated when the road was resurfaced back in 2019. The road is narrow resulting to multiple reports of near miss collisions in the absence of BB line marking and presence of parked vehicles which further narrows the travel lane. Parking vehicles at the inner bend obstruct sightlines, which adds to the risk of side swipes and head-on collision.

Dempster Street has a road surface width of 9 meters for combined lanes, the historic BB line marking at the site introduces NSW Road Rule 208(6), as such parking vehicles at the side would encroach the 3 meters allotted for each travel lane and would be parking illegally.

To address road safety concerns, it is proposed to reinstall the BB line marking and install NS1 yellow no stopping line marking at the inner bend of Dempster Street, as per attached plan. The proposal will result in loss of 8 vehicle parking spaces based on current conditions (no BB line). It is however reiterated that the parking loss is negligible when considering the original dividing barrier line position (prior to resurfacing in 2019).

CONSULTATION

Notification with the residents and owners of properties along Dempster Street has occurred prior to the Local Traffic Committee. Council received three (3) objections to the proposal, and two (2) in support. Council have reviewed the objections and note the parking loss is negligible when considering the original conditions prior to road surfacing in 2019. Notwithstanding, the proposal will improve road safety and neighbouring properties have off-street parking provision with many having the ability to 'stack' park on existing driveways.

COMMITTEE'S RECOMMENDATION

The attached plan be approved.

CARRIED UNANIMOUSLY

Item 2.5 – WEST WOLLONGONG, Dempster Street – No Stopping (NS1) Line marking



3 REGULATION OF TRAFFIC

3.1 WEST WOLLONGONG, Lexburn Avenue – Ward 2 – Keira Electorate - Pool Installation

BACKGROUND

Stop Slow Traffic Control are proposing to close Lexburn Avenue from Yellagong Street to Booyong Street, West Wollongong. The proposed date of the closure 5 February 2025 with a backup date of 6 February 2025 between the hours of 7am to 2pm. The driveway will be blocked of No. 1 Lexburn Avenue for a period of 30 minutes while the pool is being unloaded. Pedestrians will be guided to the north side of the road as per the attached plan.

CONSULTATION

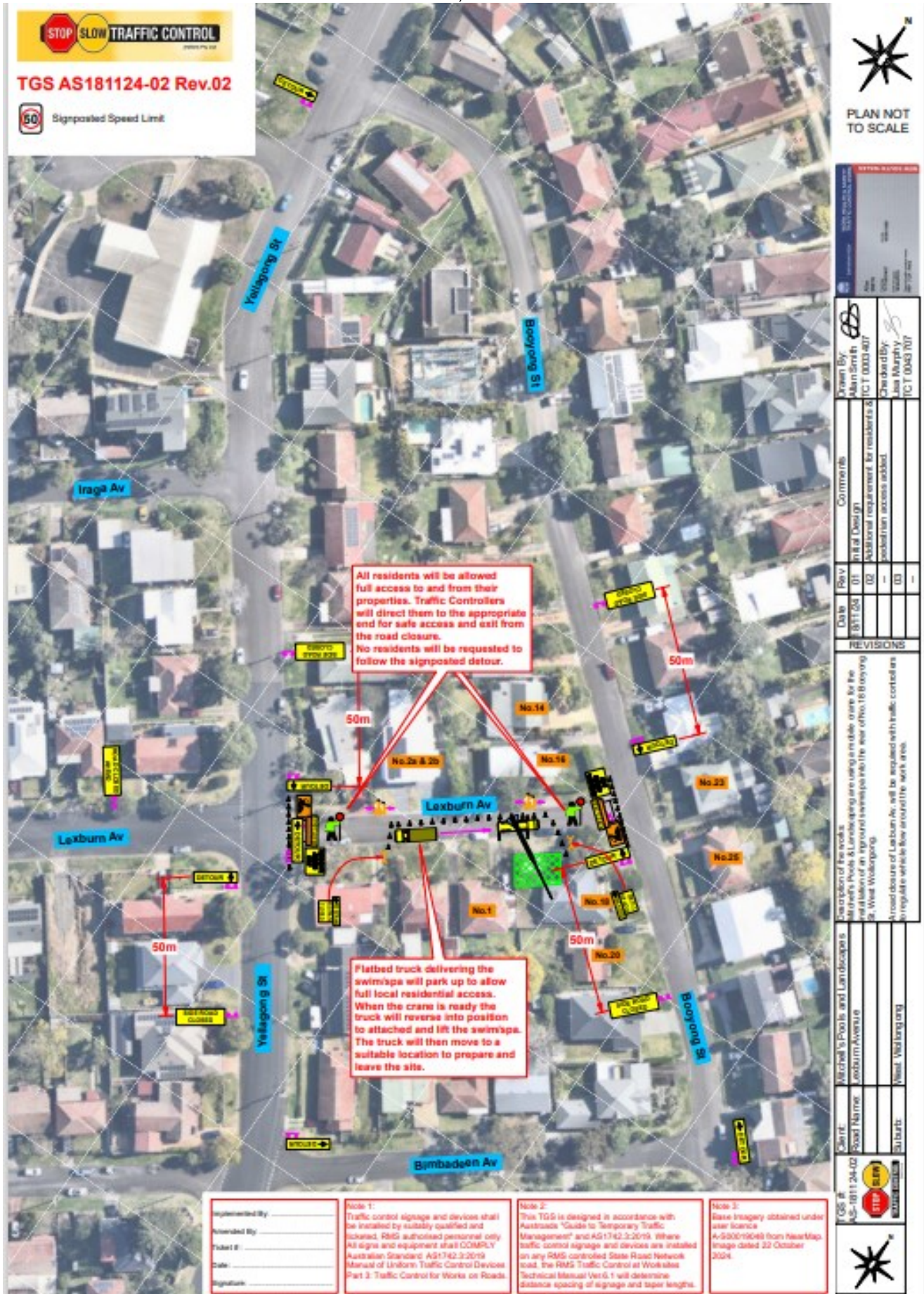
Consultation is yet to occur with all residents a week prior to the work.

COMMITTEE'S RECOMMENDATION

The Traffic Guidance Scheme and/or Traffic Management Plan be approved subject to [Council's Standard Conditions for Road Closures](#).

CARRIED UNANIMOUSLY

Item 3.1 – WEST WOLLONGONG, Lexburn Avenue – Pool Installation



4 NOTIFICATION UNDER TEMPORARY DELEGATIONS (FOR INFORMATION ONLY)

4.1 LAKE HEIGHTS, Northcliffe Drive – Ward 3 – Wollongong Electorate – Proposed Pedestrian Refuge and Bus Relocation

BACKGROUND

The following item is an update to item 4.2 of the November 2023 Wollongong Local Traffic Committee. Since the approval of this item in November 2023, Council completed significant consultation with residents and the local neighbourhood forum (NF7) on the proposed safety upgrade works on Northcliffe Drive near Lake Heights Road.

The proposal featured a channelised right turn to address the recorded crash history between 2016 and 2019. The consultation outcomes from the final community consultation detailed significant concerns with this facility relating to the parking loss and potential for increased speeds/other road safety concerns should Council proceed with the significant removal of parking. Council reviewed these concerns and, upon revision of the recorded crash history in the area, noted that the crashes have since subsided in the area whilst acknowledging some of the concerns the community raised.

The channelised right turn has since been removed from the plans noting the subsidence of rear-end crashes. The justification for this removal has previously been supported by Transport for NSW representatives acknowledging the subsidence of recorded crashes and the benefits of the other facilities proposed. The proposal will remain as per the item in November 2023 apart from the channelised right turn lane (which has been removed from the plans).

CONSULTATION

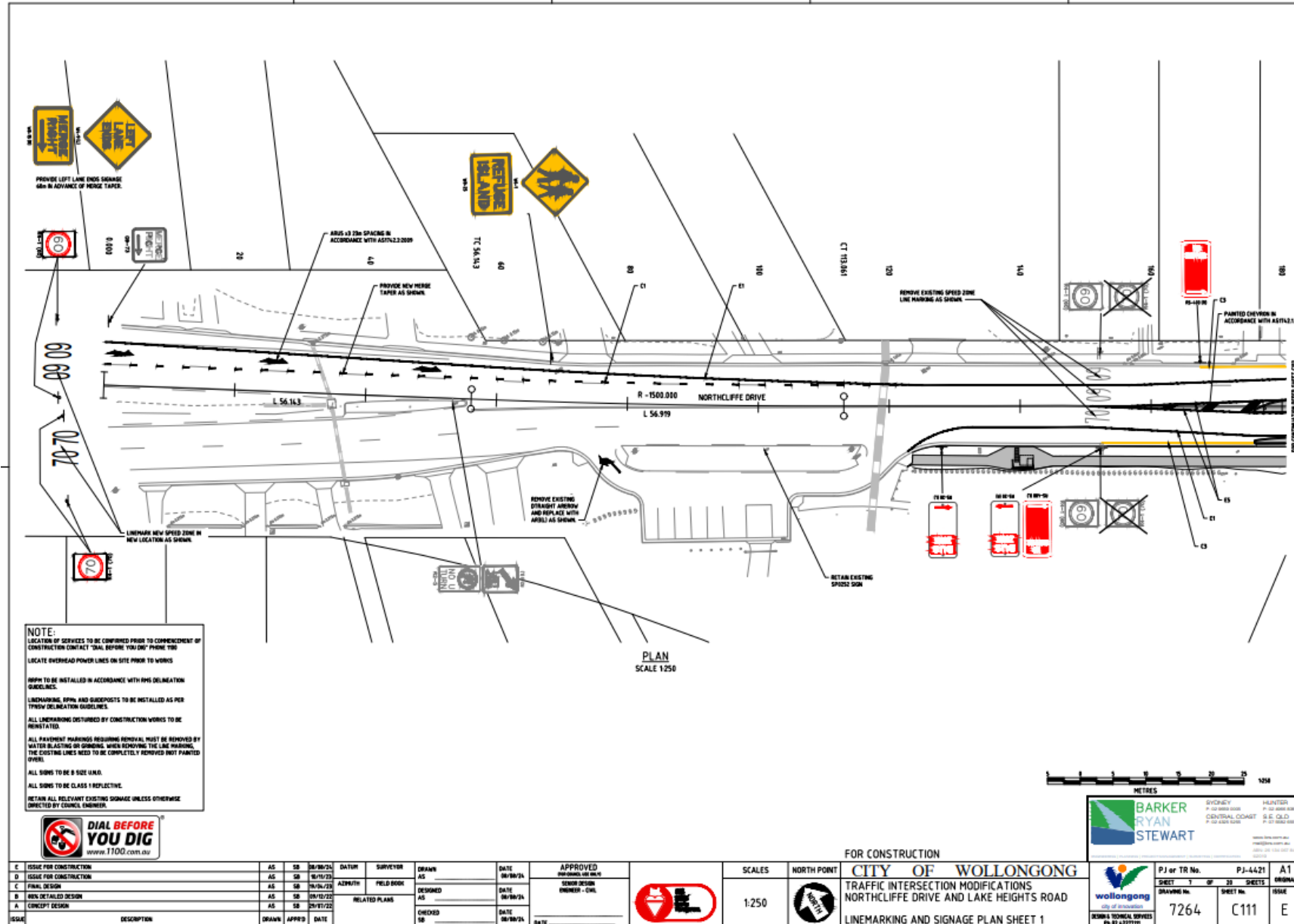
Significant consultation and design review/options analysis has taken place with adjacent residents to the proposed changes and the local neighbourhood forum. The conclusion of this consultation noted that residents impacted by parking object to the proposal due to the parking loss caused by the installation of the pedestrian refuge. Council noted that the relocation of the bus stop will create additional spaces in-front of residences whilst indeed impacting on-street parking provision for the refuge. The total parking loss of this proposal is 3x parking spaces (the refuge removes some on-street parking provision spaces, but it is noted the relocation of the bus stop will increase parking provision in-front of residences).

On balance, Council considers the safety benefits and pedestrian amenity of the refuge outweigh the loss of parking in the area. Further, residents can store cars within their garages/driveways noting that roads are public spaces for public use and the storage of privately owned vehicles should primarily be stored within private property. Council subsequently have proposed to proceed with the proposal in accordance with the attached plan.

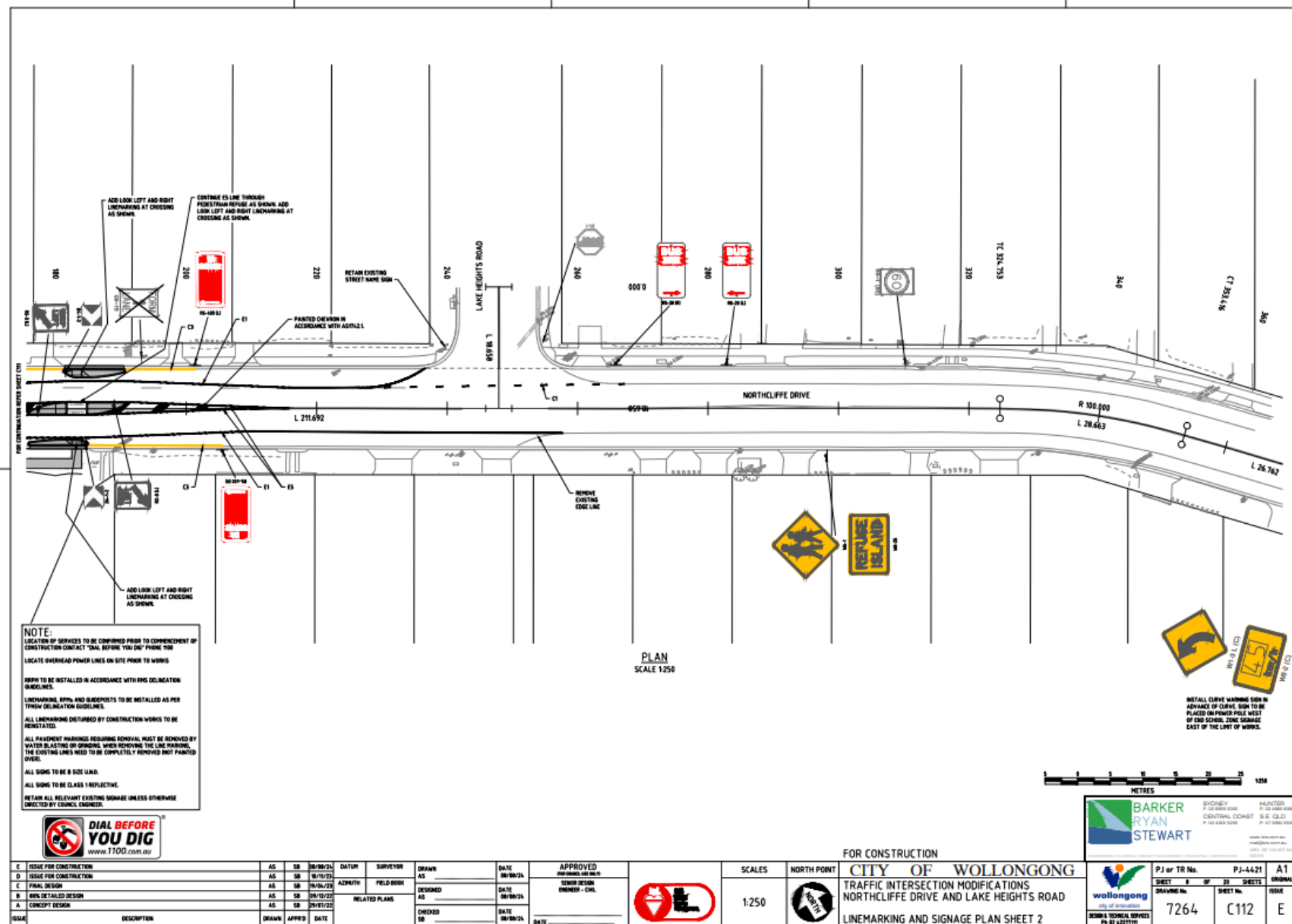
PROPOSAL

The Committee note the approved plan/s.

Item 4.1 – LAKE HEIGHTS, Northcliffe Drive –Proposed Pedestrian Refuge and Bus Relocation – Page 1 of 2



Item 4.1 – LAKE HEIGHTS, Northcliffe Drive – Proposed Pedestrian Refuge and Bus Relocation – Page 2 of 2



5 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
York Road	Russell Vale	Reports of speeding and reports of vehicle crashing into the garden on the eastern side of the road.	1
Central Road	Unanderra	Traffic counts indicate drivers are speeding with 85th percentile being 56km/h in 50km/h zone. A recent near miss with school students crossing at Staff Rd / Ridley Parade	1
Rothery Street	Bellambi	Multiple incidents through crash data - speeding and non-reported incidents	1
Waples Road	Unanderra	Speeding vehicles through the roundabout on Waples Rd/Farmborough Rd	1
West Dapto Road	Dapto	Speed and crash history	1
Princes Highway	Russell Vale	Speeding and crash history	1
Farmborough Road	Farmborough Heights	Speeding and crash history	1

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

The next meeting of the City of Wollongong Traffic Committee will be held on 11 February 2025 at 9:15am.