

WOLLONGONG CITY COUNCIL

Traffic Committee Meeting Agenda

30 September 2020



WEDNESDAY 30 SEPTEMBER 2020
9.15 AM

LEVEL 10 COMMITTEE ROOM 2

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 Council must consider 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, 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, 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.

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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 the Land on which we meet, and pay our respects to Elders past, present and future. We also extend our respects to Aboriginal and Torres Strait Islander people present here today.”

1.3 Declarations of Interest

1.4 Apologies

1.5 Confirmation of Minutes

Confirmation of Minutes of Meeting Held on 26 August 2020.

1.6 Business Arising

2 GENERAL BUSINESS

2.1 HELENSBURGH Club Lane and Lilyvale Street – Ward 1

T Junction at Club Lane and Lilyvale Street – No Stopping Restrictions

BACKGROUND

The entrance to Club Lane on the southern side of Lilyvale Street, Helensburgh is narrow by way of a driveway style vehicle entry. The normal No Stopping restrictions apply for 10m either side of the Lane. However, in the past there has not been any regular instances of illegal parking at this location. There has been a gradual increase in activity near the Helensburgh CBD and it is appropriate for the parking restrictions to be sign posted, as is the case on the northern side of Lilyvale Street.

CONSULTATION

No consultation is required as these restrictions already apply at street intersections.

PROPOSAL

Install No Stopping Restrictions in Lilyvale Street for a length of 10m either side of the T Junction with Club Lane, Helensburgh, by way of No Stopping signs and continuous yellow lines.

2.2 DAPTO Jerramatta and Moombara Streets – Ward 3

St John’s Catholic School at Jerramatta and Moombara Streets – Traffic Condition Changes

BACKGROUND

The Principal of St John’s Catholic School has requested that a number of changes be made to the parking and school bus zone arrangements in Jerramatta Street due to the relocation of the junior school to the main campus. The junior school is located at present on land on the southern side of Jerramatta Street which has been earmarked for another development by the Catholic Church. Recent building work allows the whole School to be accommodated on the main campus.

The proposed changes are as follows:

- Relocate the bus zone from Jerramatta Street to Moombara Street. There is a gate from the school on Moombara Street which will lead directly to the new bus zone.
- The previous bus zone to be parallel parking, timed for school zone times and sign posted no parking as a drop off and pick up area.
- The no parking on the southern side of Jerramatta Street is to revert to unrestricted parking however, for the short term the school has asked that the existing school crossing on Jerramatta Street remain.
- The short length of no parking on the approach to the crossing, on the northern side of Jerramatta Street is to revert to restricted parking.

CONSULTATION

Consultation has already been held with the School and nearby residents will not be affected by these changes.

PROPOSAL

The following changes be made to the parking arrangements and bus zones at John’s Catholic School Dapto:

- Relocate the bus zone from Jerramatta Street to Moombara Street. There is a gate from the school on Moombara Street which will lead directly to the new bus zone.

- The previous bus zone to be parallel parking, timed for school zone times and sign posted no parking as a drop off and pick up area.
- The no parking on the southern side of Jerramatta Street is to revert to unrestricted parking however, for the short term the school has asked that the existing school crossing on Jerramatta Street remain.

The short length of no parking on the approach to the crossing, on the northern side of Jerramatta Street is to revert to restricted parking.

2.3 WOLLONGONG Church Street – Ward 2

Church Street – 15 Minute Parking

BACKGROUND

A new serviced apartment complex has been completed at 65 Church Street, Wollongong and the developer has requested 15-minute parking on the street to allow visitors to come to the office before being allocated a parking space in the basement car park. As the property was originally developed as residential units the basement car park would be difficult to use for short term visitor parking. It has been agreed to consider one 15-minute space and the remainder of the frontage to Church Street will be unrestricted parking.

CONSULTATION

No consultation required.

PROPOSAL

Install a single 15-minute permanent car parking space 5.5m long immediately south of the new driveway to 65 Church Street, Wollongong.

2.4 BELLAMBI Cawley Street – Ward 1

Cawley Street – Bus Stop Relocation

BACKGROUND

Council is doing some work in consultation with Holy Spirit College Bellambi which has resulted in the need to relocate a bus zone from No. 35-45 Cawley Street to a location outside of No. 11 Cawley Street. It is understood that the bus operator agreed to the relocation.

CONSULTATION

Consultation is part of the design process.

PROPOSAL

Relocate the bus zone from No. 35-45 Cawley Street to No. 11 Cawley Street as set out in Project PJ-4052.

2.5 PORT KEMBLA Illawarra and Forster Street – Ward 3

Illawarra and Forster Streets – No Stopping Restrictions

BACKGROUND

The Intersection of Illawarra and Forster Streets currently does not have any restrictions to prevent parking close to the intersection. A resident has advised that parking vehicles reduce visibility which make exiting the street difficult. Illawarra Street is a main local road and it is suggested that signs be installed to prevent illegal parking.

CONSULTATION

No consultation is required.

PROPOSAL

Install 10m of No Stopping restrictions on all legs of the Forster and Illawarra Street intersection by way of unbroken yellow line.

2.6 GWYNNEVILLE Gipps Street, Crawford Avenue and Foley Street – Ward 2

Gipps Street, Crawford Avenue and Foley Street, – Removal of Bus Zones

BACKGROUND

The Route 10 Bus service has been altered to travel around the loop Foley Street, Porter Street, Crawford Avenue and Gipps Street in the anti-clockwise direction only. Previously this service travelled clockwise on the outward journey from Wollongong and anti-clockwise on the inward journey to Wollongong.

There are changes to the traffic arrangements on Foley Street which prevent a right turn from Foley Street to Gipps Street for buses in the current financial year. However, the changes have already been made to the bus route, therefore it is proposed to return the following Bus Zones to unrestricted parking:

1. Bus Zone to be removed on the frontage to No. 3 Foley Street (eastern side).
2. Bus Zone to be removed on the frontage to 160 Gipps Street (northern side).
3. Bus Zone to be removed on the Crawford Avenue side boundary to No. 13 Porter Street (western Side).

CONSULTATION

No further consultation is required as Premier Illawarra and Transport for NSW have already changed the Route.

PROPOSAL

Remove the following Bus Zones and return to unrestricted parking:

1. Bus Zone to be removed on the frontage to No. 3 Foley Street (eastern side).
2. Bus Zone to be removed on the frontage to 160 Gipps Street (northern side).
3. Bus Zone to be removed on the Crawford Avenue side boundary to No. 13 Porter Street (western Side).

2.7 OTFORD Lady Carrington Road – Ward 1

Lady Carrington Road – Signage and line marking

BACKGROUND

Otford weir has a narrow road width which is not suitable for two cars passing each other. A resident expressed concerns about traffic congestion on the weir due to lack of Give Way sign and line marking. The drivers are often confused and travel towards the weir, without knowing whom to give way. This matter worsens during heavy rains as water tends to accumulate on top of the weir. A "Give Way" sign along with give way line will help a northbound vehicle to give way to vehicles, travelling south from the weir. This will reduce traffic congestion on the weir.

CONSULTATION

No consultation is required.

PROPOSAL

Install "Give Way" sign along with give way line on the north bound approach of the road, approximately 10m from the southern end of the weir.

3 REGULATION OF TRAFFIC

3.1 WOLLONGONG Simpson Place, Kembla and Crown Streets – Ward 2

Tower Crane – Simpson Place, Kembla and Crown Street - Road Closures on a suitable night between Sunday 1 November and Wednesday 16 December 2020.

BACKGROUND

A road closure is required to install a tower crane for the development of a building at Langs Corner site located at the corner of Kembla and Crown Streets, Wollongong. The builder has proposed that for the assembly of their tower crane Kembla Street and Simpson Place will need to be closed for a 12-hour shift between 6pm and 6am on a night between Sunday and Wednesday in the period 1 November to 16 December 2020.

Traffic in this area can be diverted via Crown, Stewart and Corrimal Streets and any vehicles with a destination in Simpson Place will be escorted in and out via Burelli Street. However, the builder will need approval from Transport for NSW as the closures affect the two nearby sets of traffic signals.

CONSULTATION

Consultation with affected businesses is a condition of this approval.

PROPOSAL

A road closure of Kembla Street and Simpson Place be approved for a 12 hour shift between 6pm and 6am on a night between Sunday and Wednesday for the period 1 November to 16 December 2020, subject to the submitted traffic management plans and approval from Transport for NSW.

4 DESIGN MATTERS

4.1 BERKELEY Flagstaff Road and Tern Place – Ward 3

Intersection at Flagstaff Road and Tern Place – Proposed Roundabout

BACKGROUND

In order to improve access from a large residential catchment to a major collector road, a roundabout has been proposed at the intersection of Tern Place and Flagstaff Road, Berkeley.

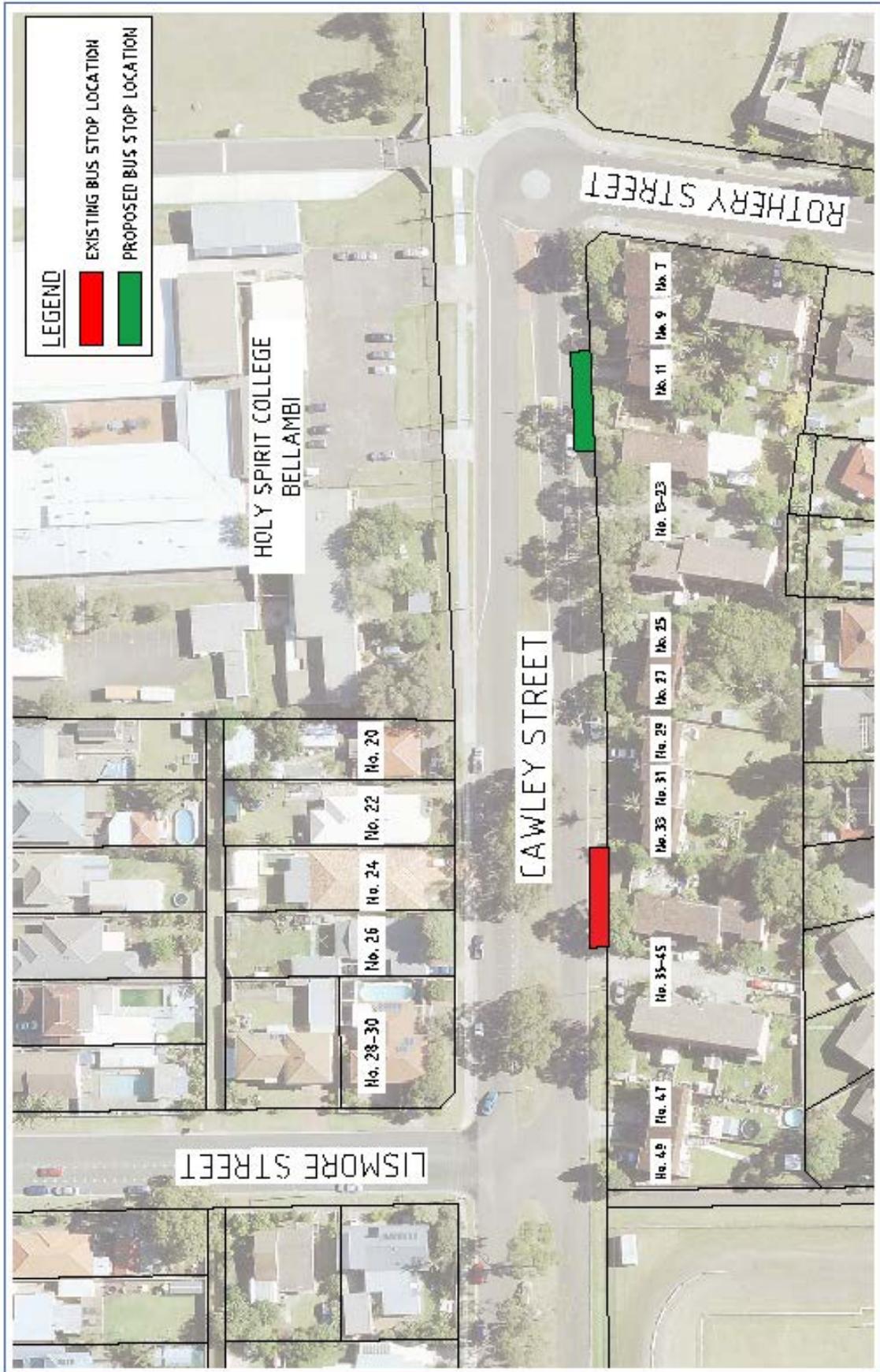
CONSULTATION

Concept engagement has been completed by Council's Traffic Section. The detailed design layout will be consulted with residents directly affected prior to construction.

PROPOSAL

Plan 6865_C04 be approved.

Plan PJ-4052
Cawley Street, Bellambi - Bus Stop Relocation



Plan
Simpson Place, Kembla and Crown Street – Tower Crane

