

WOLLONGONG CITY COUNCIL
INFRASTRUCTURE STRATEGY & PLANNING DIVISION
TRAFFIC, TRANSPORT AND
ROAD SAFETY SECTION

MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE

WEDNESDAY, 16 APRIL 2014

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.
-

MINUTES REVIEWED BY		
Author's Name	Author's Title	Date
Lindsay Dunstan	Traffic Engineer	29/4/14
Mike Dowd	Manager Infrastructure Strategy & Planning	5/5/14
Mike Hyde	Director Infrastructure and Works – Connectivity, Assets and Liveable City	5/5/14

MINUTES ENDORSED BY		
Name	Title	Date
David Farmer	General Manager	7/5/14

WOLLONGONG CITY COUNCIL
INFRASTRUCTURE STRATEGY & PLANNING DIVISION
TRAFFIC, TRANSPORT AND
ROAD SAFETY SECTION

MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE
WEDNESDAY, 16 APRIL 2014

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.

CWTC Meeting Level 10 Committee Rooms 2 & 3 Commencing 9.15 am
--

**CITY OF WOLLONGONG TRAFFIC COMMITTEE
MINUTES
FORMAL ITEMS
(UNDER RMS DELEGATED AUTHORITY)**

MATTERS ARISING

1	KANAHOOKA	Wall Lane	Parking restrictions
---	-----------	-----------	----------------------

GENERAL BUSINESS

2	STANWELL PARK	The Drive	Slump adjacent to road – traffic hazard – Give Way Signs
3	OTFORD	Otford Road	Improved signage at the single lane bridge over railway
4	THIRROUL	Phillip Street	Adjustment to linemarking adjacent to zebra crossing
5	BALGOWNIE	Meadow Street	Speeding
6	WOLLONGONG	Greenacre Road and Mercury Street	Improved centreline
7	UNANDERRA	Investigator Drive	Request parking restrictions in front of Berkeley Pioneer Cemetery
8		Nolan Street	No Stopping restrictions west of the bridge over the M1 freeway
9		Nolan Street	Replace bus stops with bus zones
10		Maynes Parade	New Drop Off Zone – St Pius Primary School
11	DAPTO	Jerematta Street	proposed parking chevrons to control angle parking
12		Jerematta Street	relocate school bus zone to create additional Drop Off zone
13		Mall Lane	Improve One Way signage

REGULATION OF TRAFFIC

14	AUSTINMER	Wigram Road	Mobile Crane Construction work – 16 or 19 May 2014
15	WOLLONGONG	Urunga Parade	Erection of Tower Crane – 14-15 May 2014

**INFORMAL ITEMS
(TRAFFIC ENGINEERING ADVICE ONLY)**

16	WOLLONGONG	Keira Street	GPT update
----	------------	--------------	------------

CITY OF WOLLONGONG TRAFFIC COMMITTEE

16 APRIL 2014

MINUTES

FORMAL ITEMS

(UNDER RMS DELEGATED AUTHORITY)

Present:

Lindsay Dunstan	(Chairman) Wollongong City Council
Bianca Daxner	Wollongong City Council
Andy Gaudiosi	Roads & Maritime Services
Brendon Davies	Roads & Maritime Services
Snr Const Andrew Cotton	NSW Police Force
Neil McCormack	Representing Lee Evans MP
Reg Jago	Representing Noreen Hay MP

In Attendance:

Jon Myers	Hansen Yuncken
Peter Townsend	Roads & Maritime Services

Apology:

Snr Const Kevin Brown	NSW Police Force
Ian Hunt	Representing Ryan Park MP
Les Dion	Bus & Coach Association
Sunny Brailey	Bus & Coach Association

MATTERS ARISING

KANAHOOKA

1 Wall Lane – Relocate No Stopping signs to other side of Lane

Background:

The Traffic Committee at its meeting held 19 February 2014 considered a request from a resident to move the No Stopping signs that are opposite the heritage listed wall in Wall Lane, as parking against the wall restricts the manoeuvring space available to access the driveways. The No Stopping restrictions were installed by the developer without reference to Council and this restriction is probably unnecessary in a residential area where No Parking restrictions would have the same effect.

The Traffic Committee agreed to remove the existing No Stopping signs and install No Parking restrictions on the western side of Wall Lane. Subsequently, letters objecting to changes to the parking signage have been received from three residents of Wall Lane. The Committee agreed to leave the restrictions as signposted.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The signposted parking restrictions remain unchanged.

GENERAL BUSINESS

STANWELL PARK

2 The Drive – slump adjacent to road – traffic hazard – Proposed Give Way signs

Background:

This section of The Drive is narrow with a failing shoulder which to rectify requires significant civil works. It is proposed to restrict traffic to a single lane across the affected section of road and it is considered appropriate that Give Way signs be installed to improve traffic safety until works can be completed.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install a Give Way sign on the westbound approach to the narrow point in The Drive.

OTFORD

3 Otford Road – Improved signage at the single lane bridge over railway

Background:

Sydney Trains are currently carrying out maintenance work on the bridge over the railway line and have advised Council that the current signage on the approach to the bridge does not comply with the standards for a single lane bridge. The new signage required is a Narrow Bridge warning sign and a sign to read No Overtaking or Passing on Bridge. A check of the traffic volumes, currently at 600 vpd, indicates that a Give Way sign is also required for the approach where drivers have the best view of oncoming traffic.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install –

- a) on each approach a Narrow Bridge warning sign and a sign to read “No Overtaking or Passing on Bridge”;** and
- b) a Give Way sign and linemarking on the westbound approach to the bridge.**

THIRROUL

4 Phillip Street – adjustment to linemarking adjacent to zebra crossing

Background:

Council received a complaint from a resident to say that vehicles approaching the traffic signals at Lawrence Hargrave Drive often queue between the zebra crossing and the Keep Clear pavement marking. Pedestrians crossing from east to west may then be unseen by northbound drivers. The Keep Clear section can be extended and the Stop line relocated to the approach side of the zebra crossing for southbound traffic.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Repaint the existing Keep Clear pavement marking on the southern end of Phillip Street and relocate the Stop line to the approach side of the zebra crossing.

BALGOWNIE

5 Meadow Street – speeding

Background:

A complaint has been received from a resident of Balgownie regarding speeding vehicles in Meadow Street.

Council’s most recent traffic survey data indicated that compliance with the posted speed limit of 50 kph is poor, particularly on the flat and straight section between Brian Street and Balgownie Road. The street is just over 12m wide and edgelines could be considered to reduce the apparent travel lane width with the aim that speeds will also reduce.

The NSW Police have indicated that subject to available resources, Meadow Street can be monitored for driver behaviour.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install -

- a) edgelines and unbroken centreline in Meadow Street, between Balgownie Road and Brian Street, with raised reflective pavement markers at 12 m centres;**
- b) 50 kph repeater signs with 50 kph pavement markings**

WOLLONGONG

6 Mercury Street and Greenacre Road – improved centreline

Background:

A resident has complained to Council that some drivers do not keep to the correct side of the road when entering Greenacre Road from Mercury Street. Greenacre Road is wide enough to allow larger raised reflective pavement markers to be installed on the centreline to discourage drivers from crossing to the incorrect side of the road.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install city studs on the centreline of Greenacre Road for a length of 15m from the intersection with Mercury Street.

UNANDERRA

7 Investigator Drive – request parking restrictions in front of Berkeley Pioneer Cemetery

Background:

Berkeley Pioneer Cemetery Restoration Group has requested timed parking in front of the cemetery. Due to high parking demand, parking is a concern for visitors especially for disabled and elderly persons and families with young children visiting the cemetery.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install 12m of 2 hour timed parking adjacent to the entrance walkway to the cemetery in Investigator Drive. The timed parking to be from 8.30 am to 6 pm Mon – Fri.

8 Nolan Street – No Stopping restrictions west of the bridge over the M1 freeway

Background:

Construction workers from the Nan Tien Temple University site are currently parking on both sides of Nolan Street as it narrows towards the bridge over the freeway. The result is that the roadway narrows to less than two lanes between the parked cars and given the traffic volumes on Nolan Street, it is now necessary to restrict parking to ensure one lane each way is always available for through traffic.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install:

- a) **No Stopping restrictions on the southern side of Nolan Street between the bridge over the freeway and the first driveway to the registry office;**
- b) **No Parking restrictions on the southern side of Nolan Street between the two driveways to the registry office;**
- c) **No Stopping restrictions on the northern side of Nolan Street between the bridge over the freeway and the unnamed street leading to the Temple site;**
- d) **15m of No Stopping restrictions on each leg of the intersection with Nolan Street and the unnamed street leading to the Temple site; and**
- e) **Unbroken yellow lines to match the No Stopping restrictions.**

9 Nolan Street – Bus Zones to replace existing Bus Stops

Background:

The increased parking demand in Nolan Street east of Investigator Drive has resulted in the current bus stops being parked out during the day. The bus operator has reported that some drivers have complained that it has been necessary to double park to pick up and drop off passengers at times.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install bus zones 20m in length on both sides of Nolan Street to replace the two existing bus stops, east of Investigator Drive.

10 Maynes Parade – new Drop Off zone for St Pius Primary School

Background:

The NSW Police have requested that a short section of Maynes Parade between Hargreaves Street and the unnamed lane at the rear of the Leagues Club be signposted No Parking during school times so that it can be used as an additional drop off zone for students at St Pius Primary School. It is intended that students be supervised at the school crossing in Hargreaves Street by staff from the school as they arrive and leave from the school using the new drop off area.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install No Parking on the southern side of Maynes Parade between Hargreaves Street and the unnamed lane, timed 8 am – 9.30 am and 2.30 pm – 4 pm School Days Only.

DAPTO

11 Jerematta Street – proposed parking chevrons to control angle parking

Background:

The angle parking in Jerematta Street near St Johns School does not have parking bays marked and results in parked cars blocking driveways. It is appropriate that some bays be marked in the vicinity of driveways to ensure drivers do not cause a nuisance for residents.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install angled chevrons to the east of each driveway on the southern side of Jerematta Street to ensure parked cars do not block driveways.

12 Jerematta Street – relocate school bus zone to create additional Drop Off zone

Background:

During inspections the staff from St John's Catholic School asked that Council consider relocating the school bus zone for the morning services to the main bus area, which is located to the east of the school crossing. This would result in all bus services being on the departure side of the school crossing which is desirable for the safety of primary school students. The staff propose that a No Parking area during school times be installed on the northern side of Jerematta Street west of the school crossing to replace the bus zone.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install:

- a) an additional 15m length of bus zone on the northern side of Jerematta Street to the west of the school crossing, timed 8 am to 9.30 am and 2.30 pm to 4 pm school days only;
- b) a No Parking zone on the northern side of Jerematta Street between the Church driveway and the school crossing, timed 8 am to 9.30 am and 2.30 pm to 4 pm school days only;
- c) No Stopping on the northern side of Jerematta Street between the Church driveway at the roundabout at the intersection of Jerematta and Moombarra Streets; and
- d) Unbroken yellow lines to match the No Stopping.

13 Mall Lane – Improve One Way signage

Background:

This lane is One Way eastbound but has only No Entry signs at the eastern end on Moombarra Street. Local business owners have reported that some drivers persist in travelling the wrong way. It is appropriate to install pavement arrows and One Way signs in the lane to reinforce the direction of travel.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install two pavement arrows and two One Way signs to indicate the direction of travel in Mall Lane at each end of the lane.

REGULATION OF TRAFFIC

AUSTINMER

- 14 **Wigram Road – Mobile Crane construction work – road closure either Friday 16 May 2014 or Monday 19 May 2014 7 am – 5 pm (TMP ref: Z14/188930 - Attachment 1)**

Background:

Subsequent to the meeting Council received an application for the closure of Wigram Road for the purpose of construction work utilising a large mobile crane, which when set up occupies the available road width. The two dates have been selected so that work can proceed on one of those days weather permitting. The traffic management plan proposes that Park Avenue be closed west of the railway underpass and the small volume of local traffic can then be diverted via Railway Avenue and Kirton Road. Local traffic from the eastern side of the Railway Line can be readily diverted via Austinmer Street and Toxteth Avenue. The proposed traffic management plans have been distributed to the Police and NSW RMS Committee members and no objections have been raised.

One of the conditions for road closures is that adjoining neighbours affected by the closure are to be advised by the applicant one week prior to the closure so that inconvenience to the neighbours is minimised.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The traffic management plans be approved subject to Council's standard conditions for road closures. (Attachment 3)

WOLLONGONG

- 15 **Urunga Parade – Erection of Tower Crane road closure - Wednesday - Thursday, 14-15 May 2014 7 am – 6 pm (TMP ref: Z14/188933 - Attachment 2)**

Background:

Subsequent to the meeting Council received an application for the closure of Urunga Parade between Dudley Street and New Dapto Road, for the purpose of erecting a tower crane on the new private hospital construction site. The proposed traffic management plans have been distributed to the Police and NSW RMS Committee members and no objections have been raised.

The section of Urunga Parade is relatively short and through traffic can be easily diverted via New Dapto Road and Sperry Street, and via Dudley and Sperry Streets.

One of the conditions for road closures is that adjoining neighbours affected by the closure are to be advised by the applicant one week prior to the closure so that inconvenience to the neighbours is minimised.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The traffic management plans be approved subject to Council's standard conditions for road closures. (Attachment 3)

INFORMAL ITEM (TRAFFIC ENGINEERING ADVICE ONLY)

WOLLONGONG

- 16 **Keira Street – West Keira Development**

Representatives of the project managers, Hansen Yuncken attended the meeting and provided members with an update on the progress of the work.

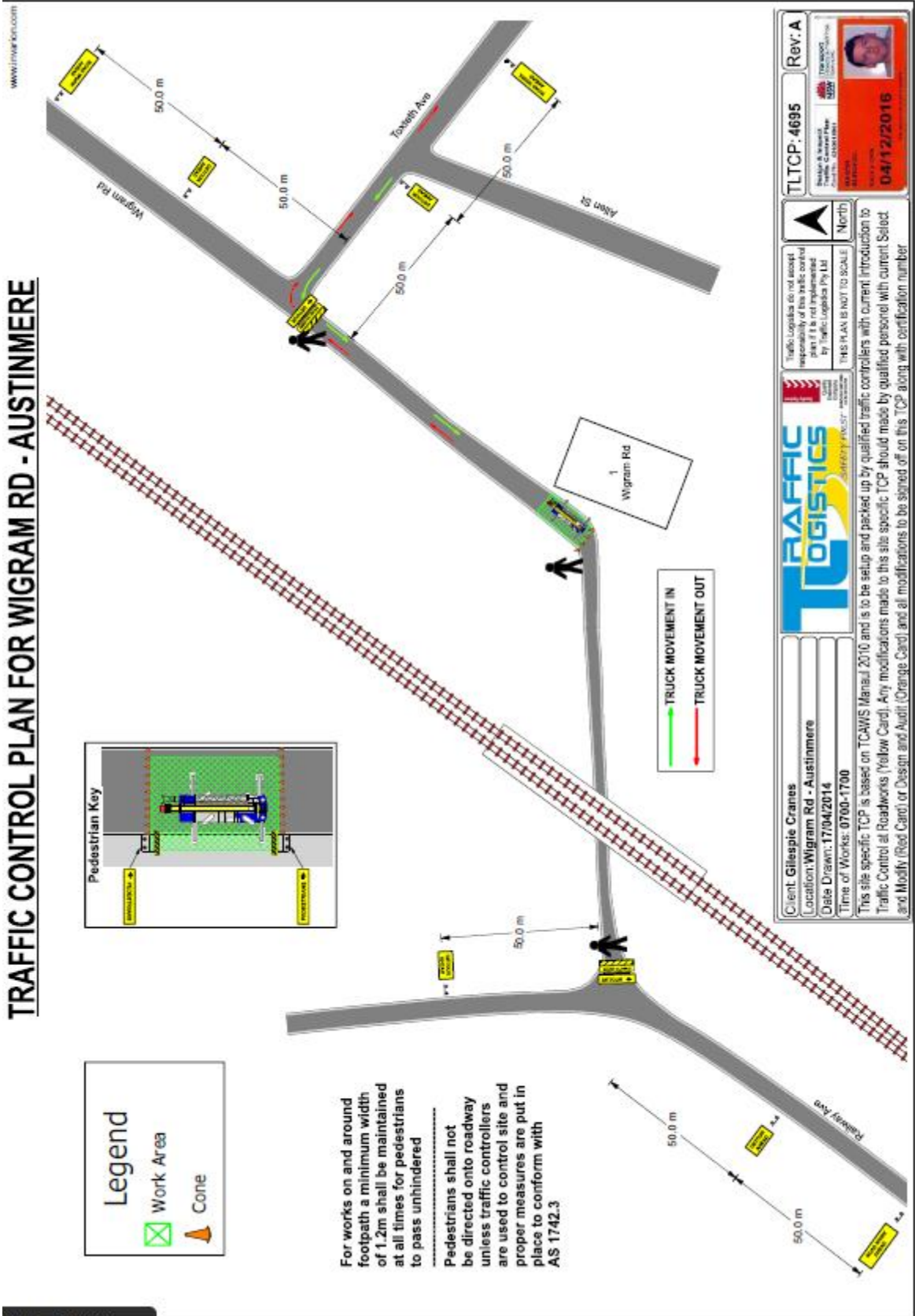
It is proposed to remove the tower cranes off the site and they are in the planning process at this stage.

The first tower crane is the northern crane near Richardson Street and removal of the crane will require the closure of Market Street between Keira and Regent Streets. The proposed closure is being reported to Council on 28 April 2014 and the closure will be from 4 am Saturday 10 May until 5 pm Sunday 11 May. The traffic management plans were tabled for the information of members and of particular note, pedestrian access will be maintained in Market Street.

The second tower crane on the southern side of the site will require the closure of Crown Street between Keira and Atchison Street. The proposed closure will be from 4 am Saturday 14 June until 5 pm Sunday 15 June. Traffic management plans for the closures were tabled. As Crown Street is a State road approval for this phase of the construction work is being managed by NSW RMS.

The Hansen Yuncken representative advised that in relation to Crown Lane, the construction facades are to be removed and a pedestrian area is to be provided on the southern side of Crown Lane, behind appropriate barriers.

TRAFFIC CONTROL PLAN FOR WIGRAM RD - AUSTINMERE



DETOUR PLAN FOR WIGRAM RD - AUSTINMERE CLOSURE

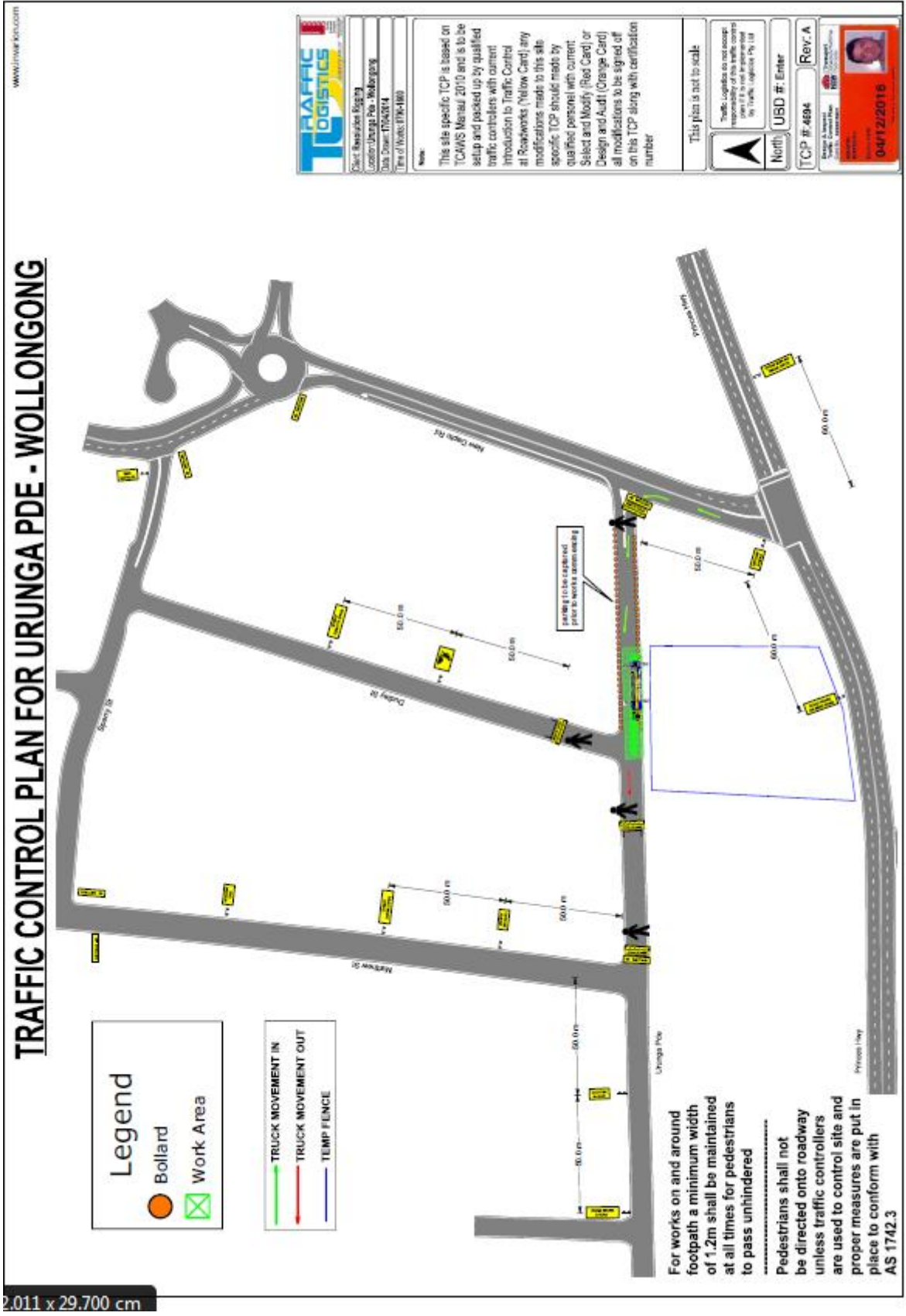
www.trafficlogistics.com

Legend
 Work Area
 Cone



Client: Gillespi Cranes	TLTCP: 4696	Rev: A
Location: Wigram Rd - Austinmere	Responsible Traffic Controller: [Photo]	Issue Date: 04/12/2016
Date Drawn: 17/04/2014	Traffic Logistics do not accept responsibility of this traffic control plan if it is not implemented by Traffic Logistics Pty Ltd	
Time of Works: 0700-1700	THIS PLAN IS NOT TO SCALE	
This site specific TCP is based on TCAWS Manual 2010 and is to be setup and packed 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 personnel 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		

Urunga Parade, Wollongong – Erection of Tower Crane – 14-15 May 2014



STANDARD CONDITIONS APPLYING TO SPECIAL EVENTS AND
WORK-RELATED ACTIVITIES WITHIN COUNCIL ROAD RESERVES

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. A copy of these conditions signed as accepted
 - b. A copy of a letter from the Traffic Committee authorising the closure
 - c. The TMP
 - d. The ROL (if required)
 - e. Police approval
 - f. 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, 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.