

WOLLONGONG CITY COUNCIL

# Traffic Committee Agenda

29 March  
2022



**TUESDAY 29 MARCH 2022**  
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.

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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 present here today.”*

### 1.3 Declarations of Interest

### 1.4 Apologies

### 1.5 Confirmation of Minutes Arising from Previous Minutes

### 1.6 Business Arising from Previous Meeting

## 2 GENERAL BUSINESS

### 2.1 BELLAMBI, Bramsen Street – Ward 1 – No Stopping restrictions

#### BACKGROUND

A resident has contacted Council regarding traffic safety concerns when driving through Bramsen Street in the school zone period. Bramsen Street is a narrow residential street (7m wide) with parking permitted on both sides. The street has direct access to Bellambi Public school and is used for pick up and drop off.

Currently, residents are parking close to the intersection with Pioneer Road which creates a safety concern for school traffic that need to enter or exit Bramsen Street. It is proposed to install 15m of No Stopping restrictions on both sides of Bramsen Street, east of Pioneer Road.

Additionally, Pioneer Road is a 60km/h main collector road. It was also identified that sight distance could be improved when leaving Bramsen Street. It is proposed to install 15m of No Stopping restrictions on the south side of Bramsen Street and 20m on the north side along Pioneer Road.

Austrroads standard for Minimum Gap Sight Distance has been used in determining the appropriate length of No Stopping restrictions.

#### CONSULTATION

Consultation with 83 and 79 Pioneer Road is to take place prior to installation.

#### PROPOSAL

See attached plan below.

Utilising an unbroken yellow line (No Stopping line):

- Install 15m of No Stopping restrictions on both sides of Bramsen Street, east of Pioneer Road.
- Install 20m of No Stopping restrictions on Pioneer Road north of Bramsen Street.
- Install 15m of No Stopping restrictions on Pioneer Road south of Bramsen Street.

### 2.2 WOLLONGONG, Sperry Street – Ward 2 – Installation of No Stopping sign and C3 line

#### BACKGROUND

There is a missing No Stopping sign located east of the intersection with Northcote Street along Sperry Street. There are currently three no stopping signs indicating where it is safe to park at this intersection. The old sign was removed as part of the construction of a new driveway at 12 Sperry Street, although it was never replaced. There is also a No Parking zone further east, but it is proposed to remove this given there is sufficient road width to enable kerbside parking and it is a low order road.

CONSULTATION

Consultation with adjacent residents and businesses will be undertaken.

PROPOSAL

See attached plan below.

Replace the missing No Stopping sign and install an unbroken yellow (C3) line on either side of the T-intersection to supplement the No Stopping signs. Remove the existing No Parking (L) sign outside 8 Sperry Street.

2.3 WOLLONGONG, Intersection of Church and Campbell Street – Ward 2 – Extend No Stopping signs/yellow lines

BACKGROUND

Local residents have raised their concerns with line-of-sight issues at the intersection of Church Street and Campbell Street, Wollongong. Due to Smith Street being converted to a one-way street heading east, Church Street has seen an increase in traffic, particularly heading west. Pedestrians crossing Campbell Street now have more traffic to navigate. Currently drivers can park close to kerb ramps, reducing pedestrians line of sight when trying to cross Campbell Street.

Traffic lights are planned to be installed in the future, however, this will not serve the present issues.

CONSULTATION

Consultation will occur with all affected residents and businesses.

PROPOSAL

See the attached plan below.

Extend the No Stopping sign on both the west and east sides of Campbell Street by 6 metres, removing a total of two car spaces, one on either side of the intersection. Furthermore, to highlight and re-enforce the restrictions, an unbroken No Stopping line is proposed on all legs of the intersection. This will assist also with delineating the intersection as Council have received complaints of drivers clipping the kerb. This work will be undertaken after the pavement resurfacing at this roundabout -scheduled in the coming months.

2.4 WOONONA, Liddle Street – Ward 2 – Extend Bus Zone

BACKGROUND

Woonona High School have been in contact with Dion’s Bus Company due to a complaint they received from a member of the public who were concerned with buses that are extending past the existing bus zone in Liddle Street, Woonona.

The issue occurs in the afternoon school period at approximately 3pm when four buses arrive within 5 minutes of each other. The bus stop is shared with Premier Illawarra Bus Company and the school has stated that the Bus Zone is not long enough to fit all of the buses that are required for the afternoon pick up,,with only two buses able to fit in the allocated zone, at one time. The current Bus Zone length is approximately 33m, it is proposed to extend the Bus Zone by 24m (total of 57m). The bus zone timing will be in the afternoon peak only.

CONSULTATION

The works are on the school frontage, consultation with the school prior to the works taking place.

PROPOSAL

See attached plan.

Extend the existing bus zone on Liddle Street by 27m to the south to allow two more buses to fit in the afternoon peak. The Bus Zone will be timed 2.30pm to 4pm School Days.

## 2.5 KANAHOOKA, Kanahooka Road – Ward 3 – No Stopping restriction

### BACKGROUND

The Illawarra Retirement Trust (IRT) has contacted Council regarding its retirement housing development at 260 Kanahooka Rd. Residents have raised concern with obstructed sight lines when exiting from the driveway, with parked cars on Kanahooka Rd, west of the driveway.

It is noted that there are no existing No Stopping restrictions on the west side of the driveway, where the edge line terminates to create a through kerbside travel lane. Through on-site measurements, it was determined that approximately 10m of No Stopping restrictions would be required west of the edge line taper to provide the necessary Minimum Gap Sight Distance in accordance with Austroads.

### CONSULTATION

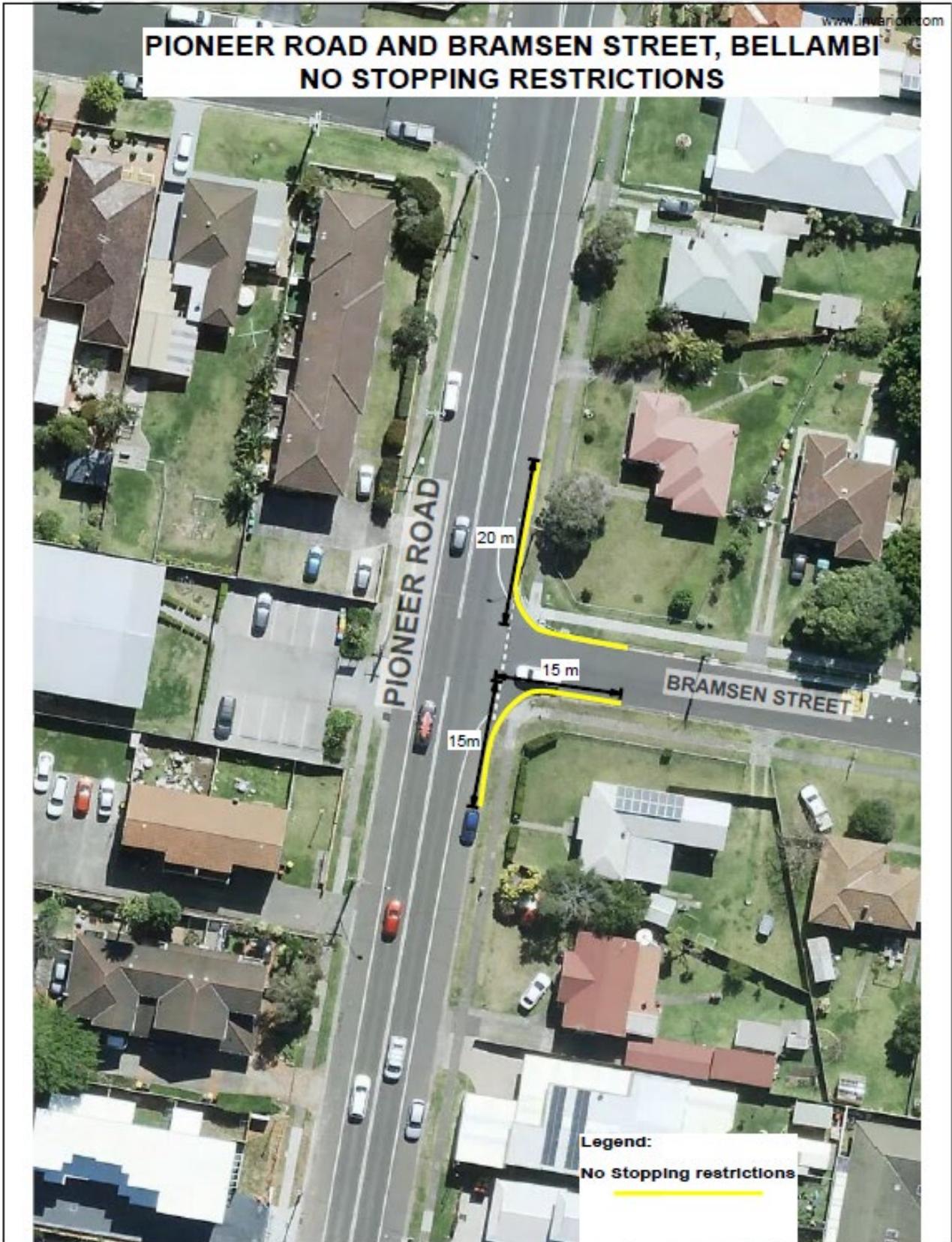
IRT have been advised of the proposed installation of the No Stopping sign. The residents of the retirement village have their own internal off-street parking and there will be 80m of unrestricted kerbside parking remaining on Kanahooka Rd west of the proposed No Stopping sign, however demand for this kerbside parking is low.

### PROPOSAL

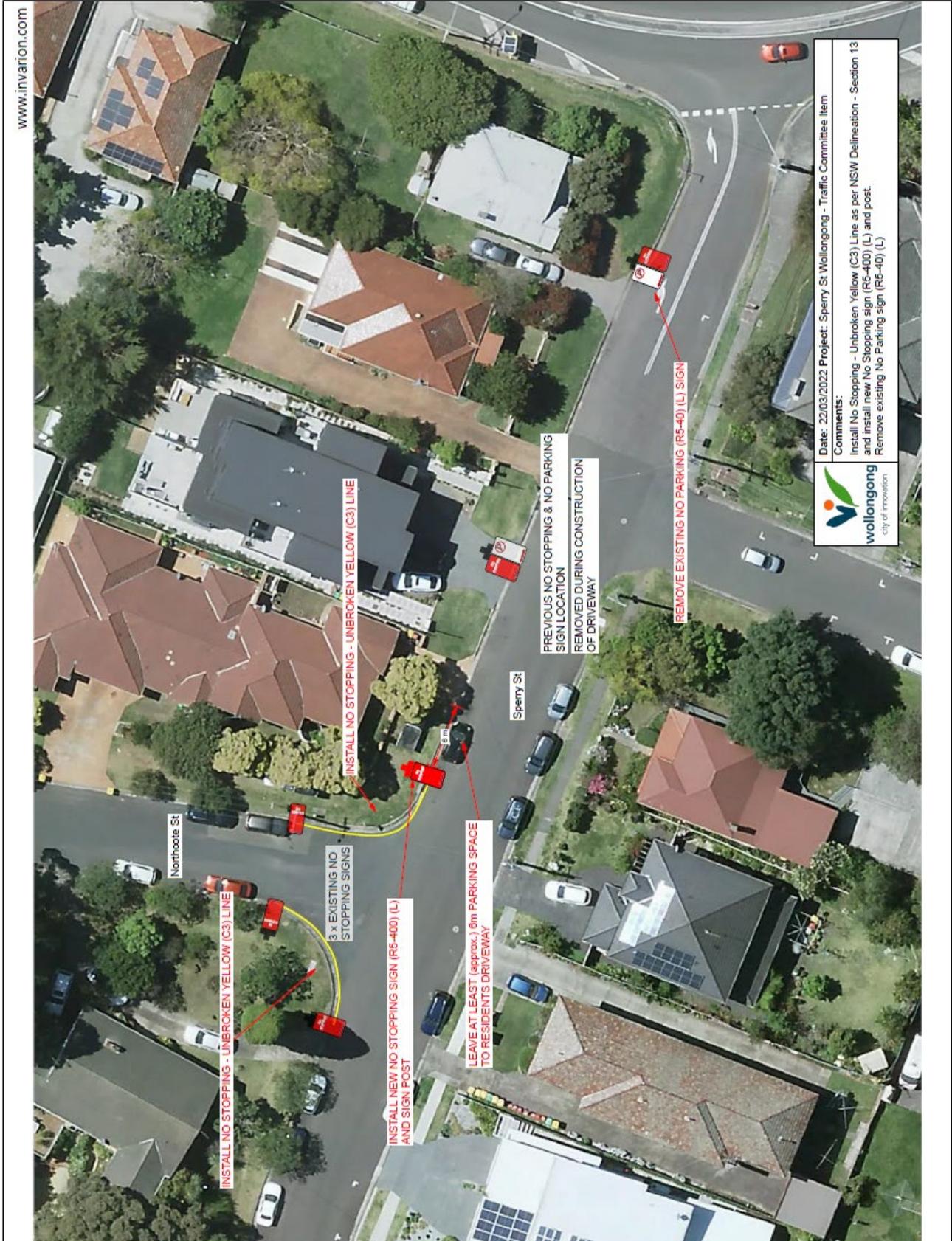
See attached plan.

Install a No Stopping (R) sign and post 10m west of the edge line taper outside 260 Kanahooka Rd, Kanahooka.

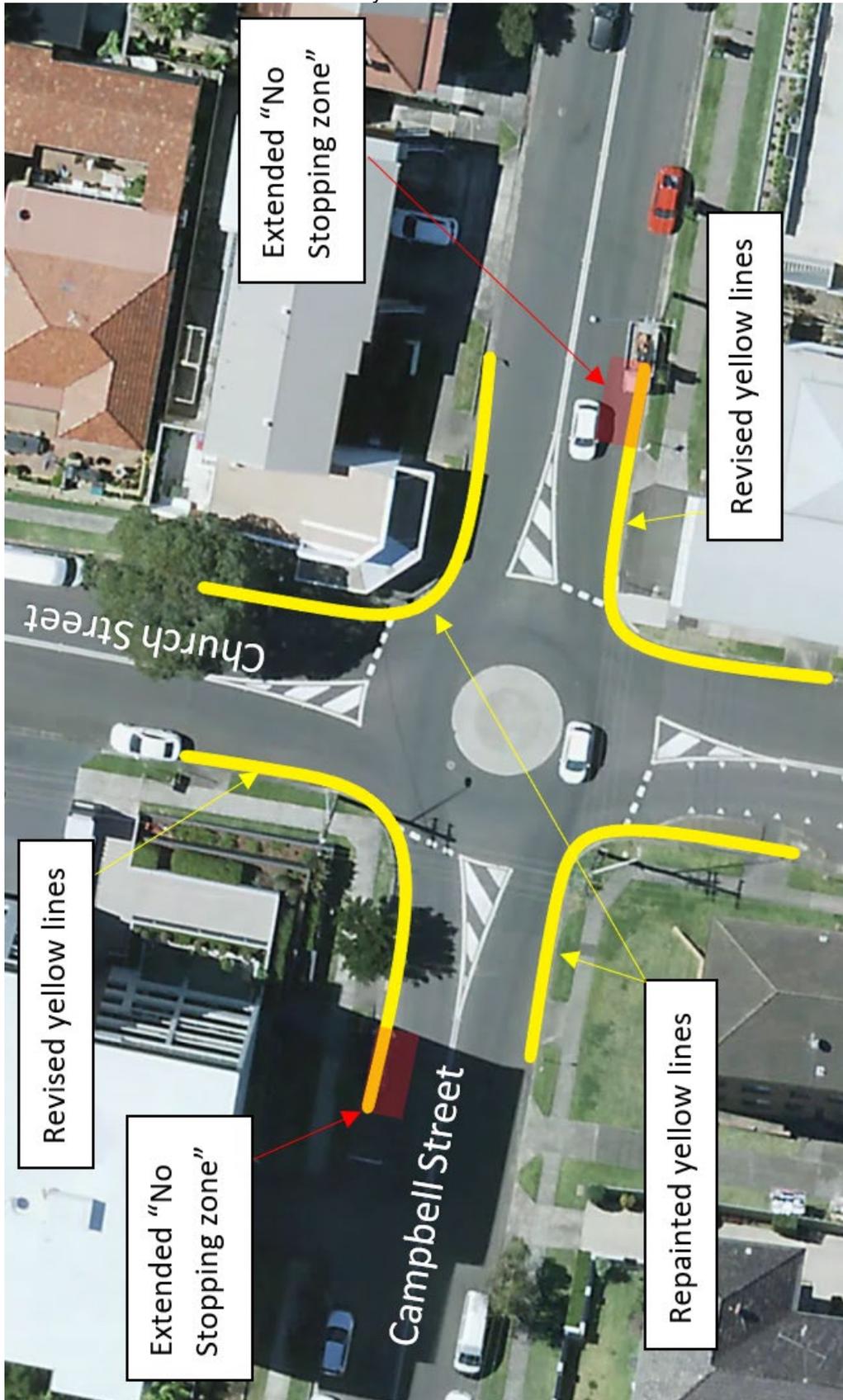
Item 2.1 - BELLAMBI, Bramsen Street – Ward 1 – No Stopping restrictions



Item 2.2 - WOLLONGONG, Sperry Street – Ward 2 – Installation of No Stopping sign and C3 line

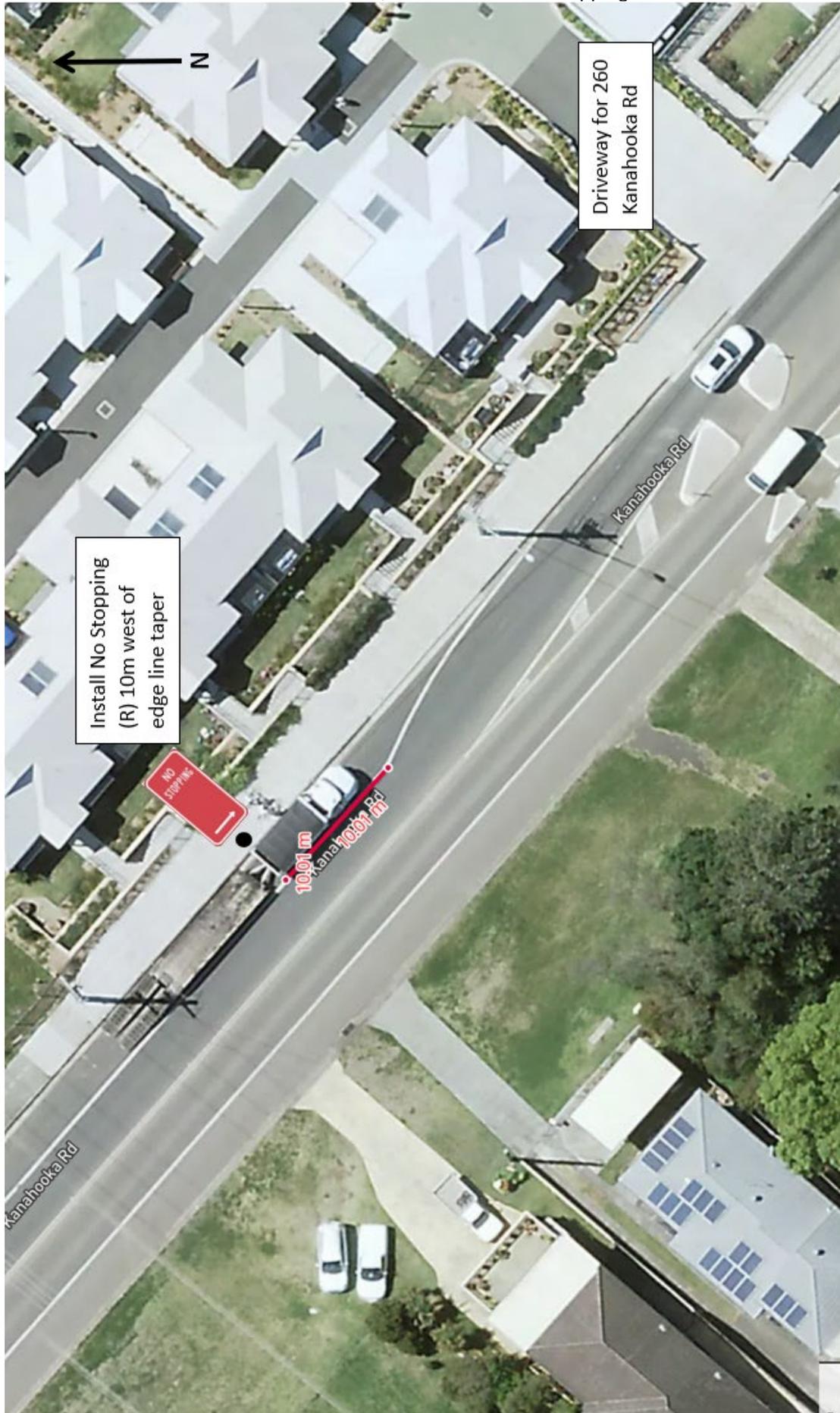


Item 2.3 - WOLLONGONG, Intersection of Church and Campbell Street – Ward 2 – Extended No Stopping signs and yellow lines





Item 2.5 – Kanahooka Road, Kanahooka – No Stopping restriction



### 3 REGULATION OF TRAFFIC

#### 3.1 CORRIMAL, Princes Highway and Railway Streets – Ward 1 – Anzac Parade

##### BACKGROUND

The Corrimal RSL Club has applied for a closure of the Princes Highway and Railway Street on Anzac Day Monday 25<sup>th</sup> April from 4.00am until 9.00am. The Traffic Management Plan submitted shows the same arrangements as in 2019, including suitable vehicle mitigation measures.

This is an annual event (prior to COVID-19) and was last raised at the Traffic Committee meeting in April 2019.

##### CONSULTATION

It is condition of approval that the applicant consult with residents and businesses who may be affected by the road closure.

##### PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans. It is proposed this road closure be approved up to and including 2026 on Anzac Day, unless any changes are advised by the applicant and the committee will be updated accordingly.

Note: Anzac day road closures for following years are to be notified to Council's Event team two months in advance informing that the event will or not take place and/or in the current approved format.

#### 3.2 WOLLONGONG LGA, Various locations – Ward 1 – MS Gong Ride May 2022

##### BACKGROUND

The Sydney to Gong is a large cycling event fundraiser for Multiple Sclerosis (MS). The event has traffic impacts across multiple Councils and has been supported by the State Government for many years. Council has been asked to review the closures impacting the Wollongong LGA roads.

The event is to be held on Sunday, 1<sup>st</sup> May 2022 and riders can choose the 55km or 79km ride. The ride starts in two possible Sydney locations and finishes at North Dalton Park, Fairy Meadow. The event has approximately 10,000 participants and starts between 5.50am and 8.45am with the last cyclists arriving at approximately 3.30pm. For most of the event, riders are expected to travel along local roads and mix with traffic. Drivers are expected to adapt to the changed travel conditions and slow down or use an alternate route whilst traffic control is in place at certain control points. At the completion of the ride, participants will then have the option to ride along Elliotts Road to board a train from Fairy Meadow Station.

As stated in their terms and conditions, participants must follow all traffic and road laws, including directions from Police, State Road Authority, MS Event Traffic Management company, event staff and volunteers.

##### CONSULTATION

Consultation is organised by the applicant directly with affected Councils and Transport for NSW, as well as local public transport operators. Regular meetings have been taking place prior to the event to address any concerns in the lead up. It is expected that any issues are raised at these forums prior to Traffic Committee.

##### PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

#### 3.3 COLEDALE Cater Street - Ward 1 – Anzac Parade

##### BACKGROUND

The Coledale RSL Club has applied for a road closure of the eastern end of Cater Street, Coledale to permit a march and dawn service on Anzac Day 25 April 2022. The road closure covers one block of Cater Street and will have minimal impact on the road network. The closure will take effect from 5.30am until 7.30am on the day.

This is an annual event (prior to COVID-19) and was last raised at the Traffic Committee meeting in April 2019.

##### CONSULTATION

It is condition of approval that the applicant consult with residents and businesses who may be affected by the road closure.

## PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans. It is proposed this road closure be approved up to and including 2026, unless any changes are advised by the applicant in which case the committee will be updated accordingly.

Note: Anzac day road closures for following years are to be notified to Council's Event team two months in advance informing that the event will or not take place and/or in the current approved format.

### 3.4 WOLLONGONG, Intersection of Bourke, Keira and Virginia Streets – Ward 2 – Signal installation project

#### BACKGROUND

Transport for NSW (TfNSW) is planning to commence signal installation work at the intersection of Bourke, Keira and Virginia Streets on Monday 28 March 2022 for a period of eight to ten weeks. As part of eliminating the risk to the work crew, TfNSW proposes closing off the end of Keira Street for at least two weeks to allow for installation of a signal post, installation of a new pit, kerbs and ramps, island and shared footpath.

TMP of the Keira St closure:

- Pedestrians – detoured around the work area (See attachment A)
  - Pedestrians on Bourke Street will be detoured to the northern side of Bourke Street and away from the work zone on the southern side.
  - Pedestrians on Keira Street will be escorted through when safe and/or detoured around the site via Edward and Parks Streets.
- Motorist – Detoured via Parks Street and Edward St (See attachment B)
  - Motorist from Flinders will pass Keira Street, turn right onto Park Street and turn right onto Edward Street then turn right into Keira Street
  - Motorist from East Bourke Street will turn left onto Park Street and turn right onto Edward Street then turn right into Keira Street
  - Motorist from Virginia Street will turn left onto Bourke Street, then turn right onto Park Street and turn right onto Edward Street then turn right into Keira Street
  - Residents leaving Keira Street will either turn right onto Edward Street to Flinders Street or left to Park Street and left onto Bourke Street.

The expected dates for the road closures will be:

Close Virginia Street for trenching – week of 4 to 8 April 2022

Close Keira Street (1-2 weeks) for new kerb, ramp and shared path – week of 2 May 2022.

#### CONSULTATION

TfNSW will notify residents, business and motorists prior to the road being closed.

## PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

Council has flagged that a soft road closure with barrier boards should be considered at Edward Street and Keira Street to prevent through traffic attempting to use the northern end of Keira Street.

### 3.5 WOLLONGONG, Stewart, Harbour, Burelli, Corrimal Streets – Ward 2 – Orthodox and Easter processions

#### BACKGROUND

On behalf of both Orthodox Churches in Stewart Street, Wollongong, the Macedonian Church has requested permission for road closures of Stewart, Harbour, Burelli and Corrimal Streets for the purpose of the traditional annual Orthodox Easter procession. The road closures will take effect from approximately 8:30pm to approximately 9:10pm on 22 April 2022. The Traffic Management Plans show suitable vehicle mitigation to protect attendees from out-of-control vehicles.

The Macedonian Church procession will occupy Stewart, Harbour and Burelli Streets, but will be confined to the footpath on Corrimal Street as it returns to the Church. Following completion of the first procession, the Greek Orthodox Church will proceed on the same route and use the same traffic management company. For the duration of the closure all bus services will need to divert via Crown and Corrimal Streets.

#### CONSULTATION

Consultation by the applicant with affected residents and businesses to be carried out prior to the event.

#### PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

### 3.6 WOLLONGONG Belmore Street – Ward 2 – Closure between Railway Parade and Victoria Street

#### BACKGROUND

Three construction companies working on large projects in Belmore Street have approached Council to close Belmore Street between Railway Parade and Victoria Street. The reason for the closure is to reduce the risk to the general public created by having three construction sites in close proximity. Local access is still allowed for residents, businesses and their visitors by way of traffic control.

Originally, the applicant proposed to close the road with limited access for six (6) months, with the possibility of extension. Council is supportive, however, internal staff will monitor this closure to ensure the safety of road users and the general public – or the closure may be revoked.

The original proposal was to close from the first construction site near 28 Belmore Street to Railway Parade, with limited access from 19 October 2021 to 19 April 2022. This was subject to periodic reviews by our Transport and Construction Compliance team, to ensure safe work is being carried out in accordance with the TMP, Traffic Control Plan and regulations. Additionally, the applicant was to ensure residents and businesses needs were met during the closure, to minimise the impact of the closure.

This item was previously discussed at the Traffic Committee meeting of 10 August and 14 September 2021. The applicant has requested an extension of the road closure for a further twelve months, however, a six-month closure only will be supported. After this period the request can be revisited.

The proposed road closure will continue until 19 October 2022.

#### CONSULTATION

The applicant has already consulted with all residents and businesses along this street and provided evidence. They have had only one concern from a business, which has since been addressed.

This representative has guaranteed that there will always be one point of contact from the three companies, should there be any issues in the future.

No negative feedback from the closure has been received from the community.

#### PROPOSAL

The proposed six month extension until 19 October 2022 of the road closure between 28 Belmore Street and Railway Parade, Wollongong, be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

### 3.7 WOLLONGONG Kembla, Burelli, Church Streets and Simpson Place – Ward 2 – Anzac March

#### BACKGROUND



**Dawn Service**

Wollongong RSL have proposed road closures for Church Street and Burelli Street for a short march for the Dawn Service which will leave the club building in Church Street and proceed across Burelli Street to the Cenotaph in McCabe Park. The closure will take place between 4.30am and 6am. The Dawn Service is to begin at 5am.

**Anzac Day March**

The main Wollongong Anzac Day March will involve road closures of Kembla, Burelli and Church Streets and Simpson Place from 9.00am until 12pm on Anzac Day. The parade will assemble within the Wollongong Mall with the motor vehicles assembling in Kembla Street. Once the vehicles have cleared Kembla Street the main parade will proceed along Kembla Street from the Mall to Burelli and Church Streets where the parade will proceed past the intersection with Stewart Street and disburse through the car park at McCabe Park.

This is an annual event (prior to COVID-19) and was last raised at the Traffic Committee meeting in April 2019.

**CONSULTATION**

It is condition of approval that the applicant consultation with residents and businesses who may be affected by the road closure.

**PROPOSAL**

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans. It is proposed this road closure be approved up to and including 2026, unless any changes are advised by the applicant and the committee will be updated accordingly.

Note: Anzac day road closures for following years are to be notified to Council's Event team two months in advance informing that the event will or not take place and/or in the current approved format.

### 3.8 WONGAWILLI, Jersey Farm Road and McDermid Lane – Ward 3 – New development

#### BACKGROUND

There is a development to begin construction at the abovementioned property. The approved application is DA-2018/1387/A - Residential - multi dwelling housing comprising nine (9) two storey dwellings and associated infrastructure Modification A - amend description to include Subdivision - Torrens title - nine (9) lots and include subdivision conditions. The contractor engaged for the construction of the subdivision has contacted Council to close Jersey Farm Road and McDermid Lane for crane setup to lift structural steel and other items. The closures will be during occupations involving a crane to lift materials onto the property at different stages on and off throughout the build, between 13 April 2022 and 30 July 2022. The applicant must contact Council's Road Occupancy Team 7 days prior to the closure and provide notice to residents.

#### CONSULTATION

Consultation by the applicant with affected properties will be carried out prior to commencement of work. Resident access will be maintained at all times.

#### PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans.

The applicant must contact Council's Road Occupancy Team 7 days prior to the closure and provide notice to residents.

Council notes: Add Resident Access Only signs at all four closure points (only 1 is shown)

### 3.9 PORT KEMBLA Allan Street – Ward 3 – Anzac March

#### BACKGROUND

The Port Kembla Dapto RSL has applied for a road closure of the eastern end of Allan Street, Port Kembla to permit a march and dawn service on Anzac Day 25 April 2022. The road closure on Alan Street from Military Road to Military Lane will have minimal impact on the road network. The closure will take affect from 5.30am until 7.00am on the day.

This is an annual event (prior to COVID-19) and was last raised at the Traffic Committee meeting in April 2019.

#### CONSULTATION

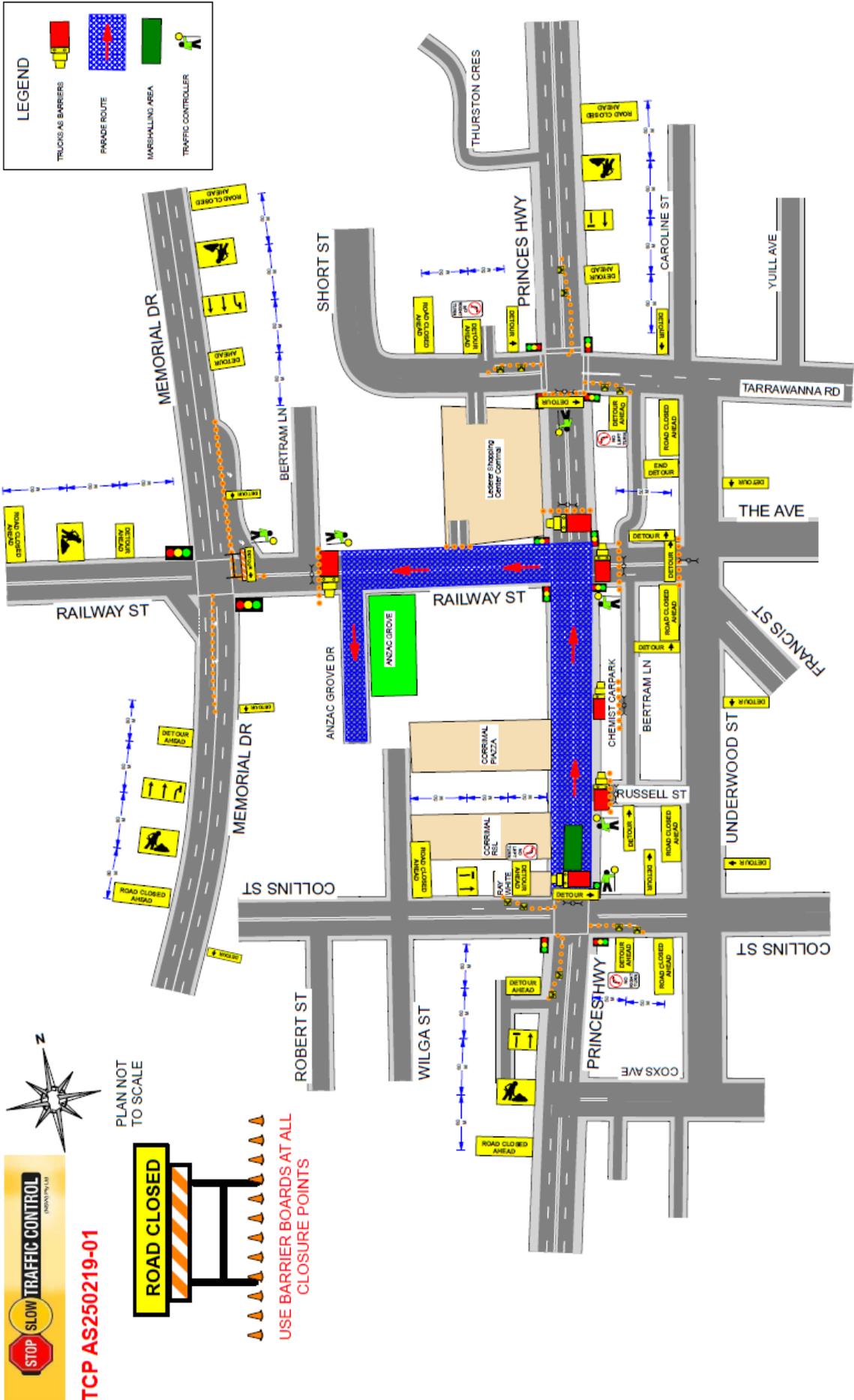
It is condition of approval that the applicant consultation with residents and businesses who may be affected by the road closure.

#### PROPOSAL

The road closure be approved subject to [Council's Standard Conditions for Road Closures](#) and the submitted Traffic Control Plans. It is proposed this road closure be approved up to and including 2026, unless any changes are advised by the applicant and the committee will be updated accordingly.

Note: Anzac day road closures for following years are to be notified to Council's Event team two months in advance informing that the event will or not take place and/or in the current approved format.

Item 3.1 - CORRIMAL, Princes Highway and Railway Streets – Ward 1 – Anzac Parade – Page 1 of 2



	TCP #:	AS-250219-01	
	Client:	Corrimal RSL ANZAC Day 2022	
	Road Name:	Princes Highway between Collins St & Short St	
	Suburb:	Corrimal	
	Description of the works:	ANZAC Day March from Corrimal RSL Sub Branch. Parade will commence outside the RSL on Princes Highway and travel south then left into Railway St and finish at the War Memorial in ANZAC GROVE.	
Rev	Date	Comments	Drawn By:
00	13/04/18	Initial Design	Troy Roberts
01	22/02/19	Routine Revision for 2019	0051753747
02	22/02/22	Routine Revision for 2022	Checked By:
			Allan Smith

CORRIMAL RSL SUB BRANCH ANZAC DAY DAWN SERVICE 2019

Item 3.1 - CORRIMAL, Princes Highway and Railway Streets – Ward 1 – Anzac Parade – Page 2 of 2



TCP #: AS-250218-03 	Client:	Corrimal RSL ANZAC Day 2022	Description of the works: ANZAC Day March from Corrimal RSL Sub Branch. Parade will commence outside the RSL on Princes Highway and travel south then left into Railway St and finish at the War Memorial in ANZAC GROVE.	Date	13/04/18	Rev	00	Comments	Initial Design	Drawn By:	Troy Robert
	Road Name:	Railway Street Detour to Rothery Street via Memorial Drive		22/02/19	01	Routine Revision for 2019	0051753747				
Suburb:	Corrimal	22/02/22	--	Routine Revision for 2022	Checked By:	Allan Smith					
		REVISIONS									

Item 3.2 - MS Gong Ride May 2022 – course map



Item 3.3 - COLEDALE Cater Street - Ward 1 – Anzac Parade

www.invarion.com

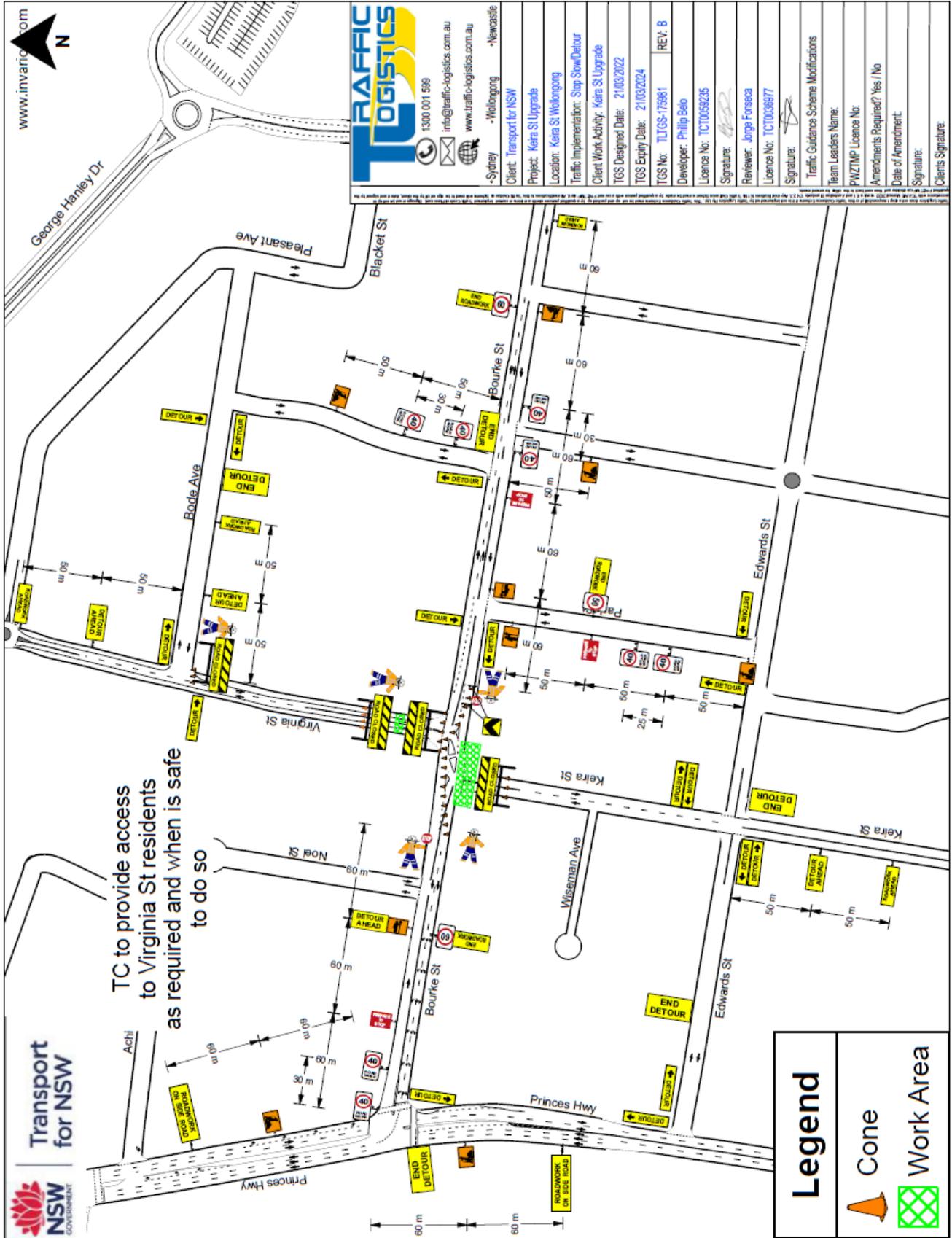
**NOTE:**

1. Signage will be installed in accordance with AS1742.3
2. Signage location may vary due to the limited distance between intersecting roads and the subject development.
3. TMP may vary depending on the scheduled works.
4. Signs must be Class 1 Reflective.
5. Signs are to be placed permanently for duration of works.

Job Number: J2025-0095 TMP No: 12305-0095 Date: 15/04/2025 Duration: 1 Day  
 Author: J.Deborah Cert. No: 0652191300 Client: Coledale RSL Sub Branch Location: Center St, Coledale  
 Comments: TMP is provided to allow Coledale RSL sub-branch to undertake Anzac Day March with meet downs in place.  
 TRAFFIC MANAGEMENT SERVICES (AUST) DO NOT ACCEPT LIABILITY FOR DAMAGES OR INJURY CAUSED BY THE IMPLEMENTATION OF THIS PLAN.

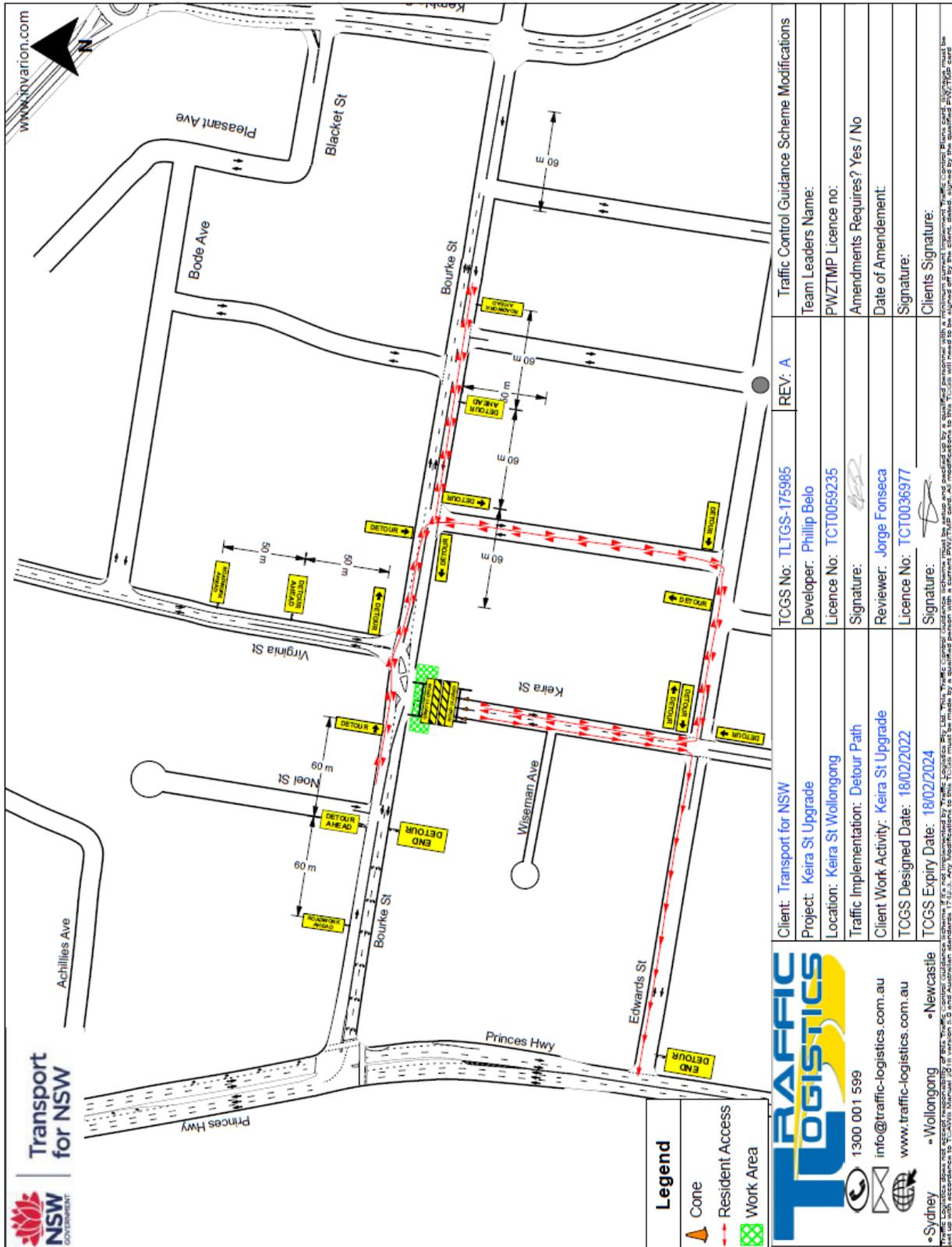
		Plan Amended By: ..... Time: ..... Date: ..... Prepare Work Zone Cert Number: ..... signature: .....
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Item 3.4 – WOLLONGONG, Intersection of Bourke, Keira and Virginia Streets – Ward 2 – Signal installation project – Page 1 of 4





Item 3.4 – WOLLONGONG, Intersection of Bourke, Keira and Virginia Streets – Ward 2 – Signal installation project – Page 3 of 4



Item 3.4 – WOLLONGONG, Intersection of Bourke, Keira and Virginia Streets – Ward 2 – Signal installation project – Page 4 of 4

**During works on Bourke St**  
Pedestrians on Bourke St will be detoured to the northern side of Bourke St away from works with TC assistance

**After works hour site access will be maintained**  
with work areas cordoned off by TFNSW

**During Works**  
Pedestrians from Keira St can be escorted through site when safe to do so and or detoured via Edward and Park St

**Legend**  
 Cone  
 Pedestrian Access  
 Work Area

**Transport for NSW**  
 NSW GOVERNMENT

**TRAFFIC LOGISTICS**  
 1300 001 599  
 info@traffic-logistics.com.au  
 www.traffic-logistics.com.au

**Client:** Transport for NSW  
**Project:** Keira St Upgrade  
**Location:** Keira St Wollongong  
**Traffic Implementation:** Pedestrian Management  
**Client Work Activity:** Keira St Upgrade  
**TCGS Designed Date:** 21/02/2022  
**TCGS Expiry Date:** 21/02/2024

**TCGS No:** TLTGS-176096  
**Developer:** Phillip Belo  
**Licence No:** TCT0059235  
**Signature:**  
**Reviewer:** Jorge Fonseca  
**Licence No:** TCT0036977  
**Signature:**

**Traffic Control Guidance Scheme Modifications**  
**REV:** A  
**Team Leaders Name:**  
**PWZTMP Licence no:**  
**Amendments Requires? Yes / No**  
**Date of Amendment:**  
**Signature:**  
**Clients Signature:**

TRAFFIC LOGISTICS does not accept responsibility of this Traffic Control Guidance Scheme if it is not implemented by TRAFFIC LOGISTICS Pty Ltd. This Traffic Control Guidance Scheme must be signed off by a qualified person with a minimum current implement Traffic Control Plans, and signed off by the client, dated, signed by the qualified PWZTMP card holder with a current PWZTMP card. Any modification to this Traffic Control Guidance Scheme must be made by a qualified person with a current PWZTMP card. All modifications to this Traffic Control Guidance Scheme must be made by a qualified person with a current PWZTMP card. All modifications to this Traffic Control Guidance Scheme must be made by a qualified person with a current PWZTMP card.

Item 3.5 - WOLLONGONG, Stewart, Harbour, Burelli and Corrimal Streets – Ward 2 – Orthodox and Easter processions

**PARADE ROUTE**  
PROCESSION TO USE EXISTING FOOTPATHS WHERE PEOPLE CROSS ROADS THERE ARE HARD CLOSURES IN PLACE PRAYERS TO TAKE PLACE ON EACH INTERSECTION

**STOP SLOW TRAFFIC CONTROL**

Date	Rev	Comments
13/01/21	00	Initial Design
	01	REVISED
	02	
	03	

Client:	Macedonian & Greek Orthodox	Description of the works:	Saving The Cross Procession & Orthodox Easter Procession
Road Name:	Stewart St & Burelli St & Harbour		
Suburb:	Wollongong		
Based on:	42		
TCP NUM:	MCC001		

Drawn By: Troy Roberts  
TC10074765  
Approved By: Allan Smith  
TCT0003407

This plan shall be setup in accordance with AS 1742.3:2009 and Traffic Control Devices at Workplaces The RMS "Traffic Control at Workplaces Manual V6" STOP SLOW TRAFFIC CONTROL takes no responsibility for the implementation of this CP, which not directly involved in carrying out the subject works. Sign locations may differ to what is represented on this plan. Road users do not direct pedestrians onto roadway unless proper measures are in place to conform with RMS Worksite Manual V6 & AS 1742.3

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**NOTE:**

- Traffic Controllers to ensure that pedestrians have safe passage along dedicated pedestrian paths.
- Pedestrian Paths to be maintained at a minimum width of 1.9 metres.
- Access to residential and commercial properties to be maintained at all times.
- Traffic Controllers to maintain a safe escape route at all times.
- Additional traffic controller may be required to conform to mandatory traffic controller breaks.
- Sufficient lighting to clearly illuminate traffic controllers required if night works are undertaken.
- Traffic Cones to be spaced no more than 4 metres apart where required.
- Traffic Control for each of the three sites is still required to ensure no incidents occur during works.
- Traffic Controllers to be in consistent contact via 2-way hand held UHF radios as required.
- Traffic Controllers stationed at jobs are only required when jobs are in operation.
- Hard copies of all appropriate permits to be held by traffic controllers on duty at all times.
- Emergency vehicles to be given high priority at all times.

Traffic Control Plan not drawn to scale.

AEI 89 793 901 570  
Tel: 0414 594 725  
E-mail: peter@pwtp.com.au  
Web: pwtp.com.au  
Address: PO BOX 4024, Lake Haven, NSW 2153

**Best printed in A3 Size**

Existing pavement speed limit (km/h)	Traffic control stage	Recommended taper length (m)	Lateral offset (m)	Work zone length (m)
45 or less	15	15	15	50
46 to 55	15	15	15	60
56 to 65	30	30	30	70
66 to 75	N/A	N/A	N/A	80
76 to 85	N/A	N/A	N/A	90
86 to 95	N/A	N/A	N/A	100
96 to 105	N/A	N/A	N/A	110
Greater than 105	N/A	N/A	N/A	120

Project: TOM Belmore Street Wollongong  
PW Traffic Plans PO Box 4024 Lake Haven NSW 2263 TSP No: 18/2/2024

**Comments:**  
This Traffic Control Plan is drawn in accordance with AS1742.3 and the RMS Traffic Control at Work Sites manual. It is to be implemented as such. This Traffic Plan is a GUIDE ONLY and can be altered on site but must be signed by an RTA Accredited person.  
Approach speed up to and equate to 10km/h.  
Do not use Class 1 traffic cones to be used.  
All traffic controllers are to wear approved Hi Vis PPE.

A minimum lane width of 4.5m is to be maintained at all times to allow residents access to their properties and the opportunity to reverse out of their properties.

**All Permanent Signage is to be mounted on posts at a height of 2.2m above the level of the kerb to the underside of the sign and placed 1.0m clear of the travelled path. (Refer to AS1742.3 Clause 4.3.2 Positioning of Devices - Built up areas)**

## AFTER HOURS

**Notes :-**

Traffic Controllers to ensure that pedestrians have safe passage along dedicated pedestrian paths.

Pedestrian Paths to be maintained at a minimum width of 1.5 metres.

Access to residential and commercial properties to be maintained at all times.

Traffic Controllers to maintain a safe escape route at all times.

Additional traffic controller may be required to conform to mandatory traffic controller breaks.

Sufficient lighting to clearly illuminate traffic controllers required if night works are undertaken.

Traffic Cones to be spaced no more than 4 metres apart where required.

Traffic Control for such of the three sites is still required to ensure no incidents occur during works.

Traffic Controllers to be in constant contact via 2-way hand held UHF radios as required.

Traffic Controllers stationed at sites are only required when gates are in operation.

Hard copies of all appropriate permits to be held by traffic controllers on duty at all times.

Emergency vehicles to be given high priority at all times

Traffic Control Plan not drawn to scale.

Temporary Fencing

Gates

Pedestrians

Flashing Lights

**PW TRAFFIC PLANS**

ABN 89 793 801 570

Tel: 0414 394 726

E-mail: Peter@pwtd.com.au

Web: pwtd.com.au

Address: PO BOX 4034, Lake Haven, NSW 2563

Queueing permitment speed limit (km/h)	Recommended taper length (m)	30% taper length (m)	Layer of work taper (m)	Margin taper (m)
40 or less	15	15	15	15
48 to 56	15	30	30	30
60 to 65	30	30	30	30
66 to 75	30	45	45	45
76 to 85	45	60	60	60
86 to 95	60	90	90	90
96 to 105	90	120	120	120
Greater than 105	N/A	150	150	150

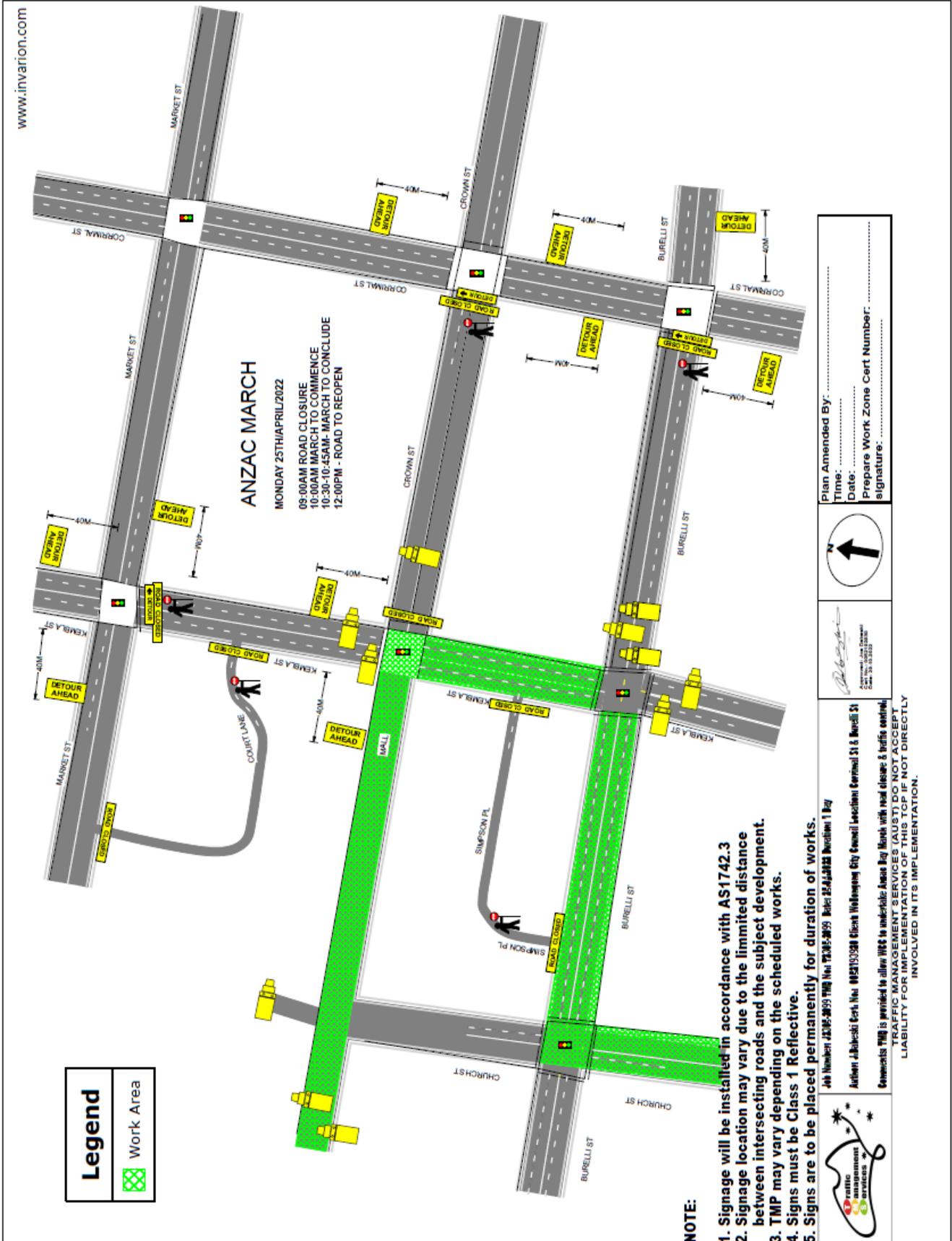
**Best printed in A3 Size**

Author: Peter Wolski License # 805179541 Exp 21.09.21 Project: TGM Belmore Street Wollongong After Hours  
 PW Traffic Plans PO Box 4034 Lake Haven NSW 2563 TCP No: 10032021

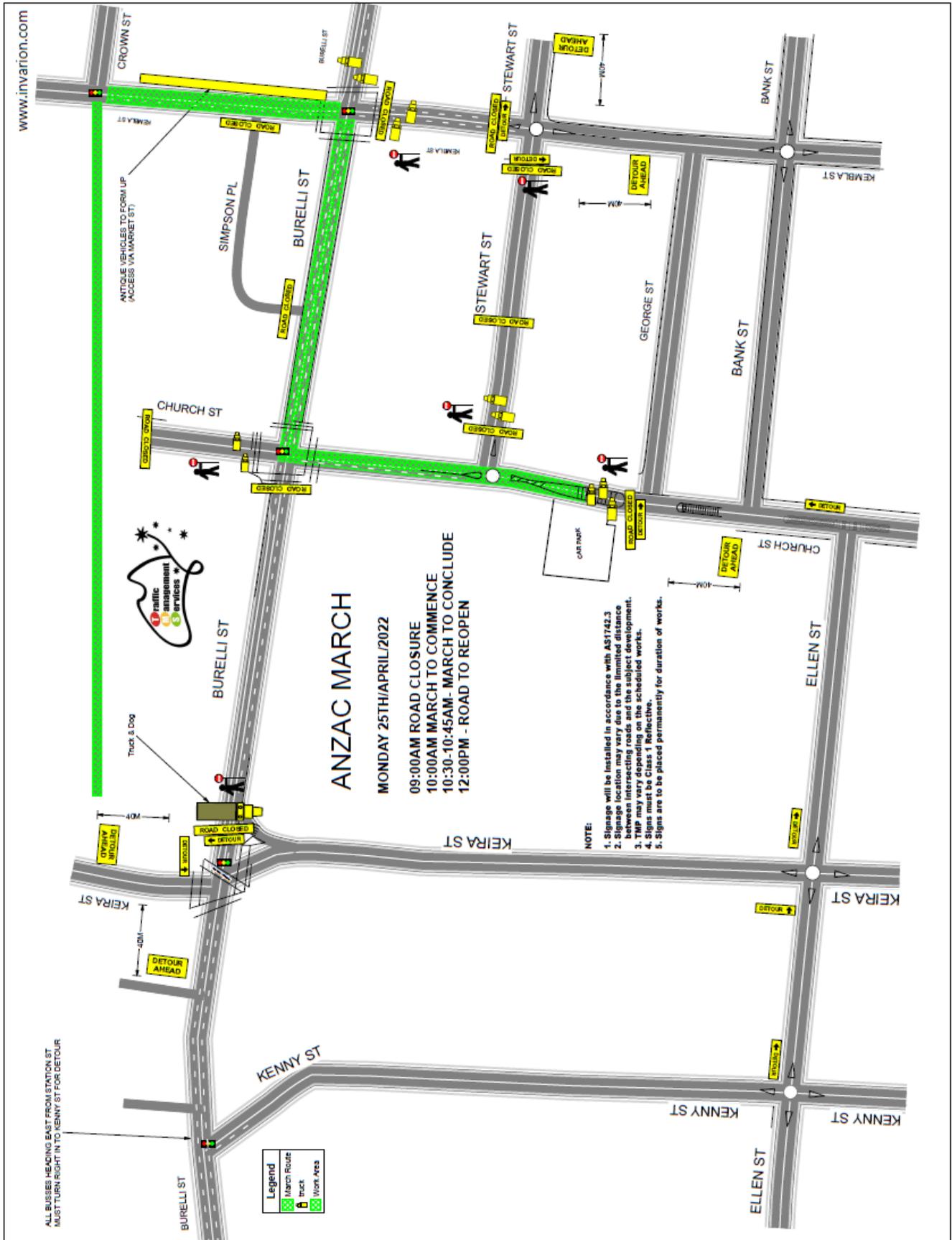
**Comments:**  
 This Traffic Control Plan is drawn in accordance with AS1742.3 and the RMS Traffic Control at Work Sites manual. It is to be implemented as such. This Traffic Plan is a GUIDE ONLY and can be altered on site and on the day as required. It is not an R/A-Approved permit.  
 Day/Night Class - reflective signs to be used  
 RMS Accredited Traffic controllers to be employed  
 All traffic controllers are to wear Approved Hi-Vis PPE

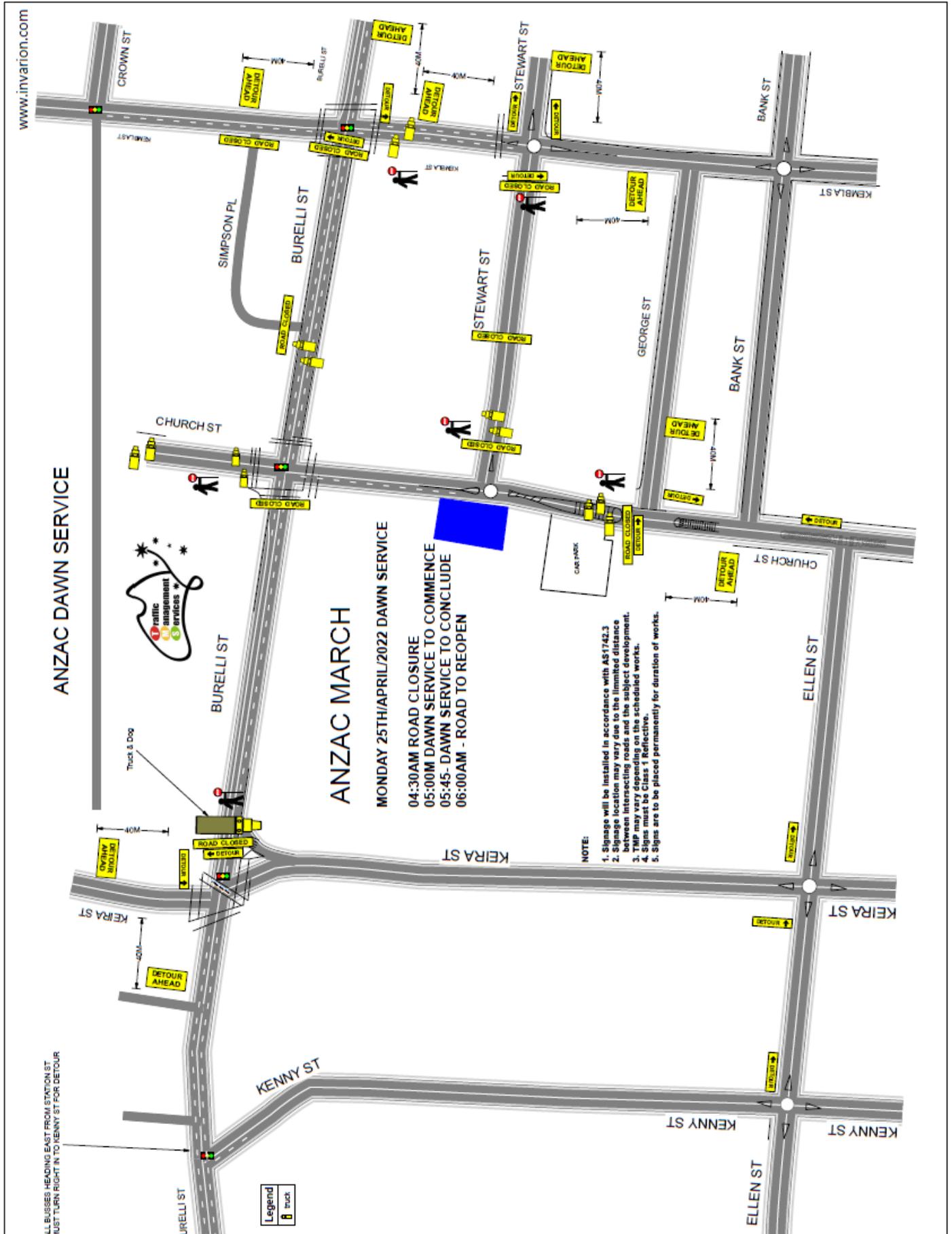
**All Permanent Signage is to be mounted on posts at a height of 2.2m above the level of the kerb to the underside of the sign and placed 1.0m clear of the travelled path. (Refer to AS1742.3 Clause 4.3.2 Positioning of Devices - Built up areas)**

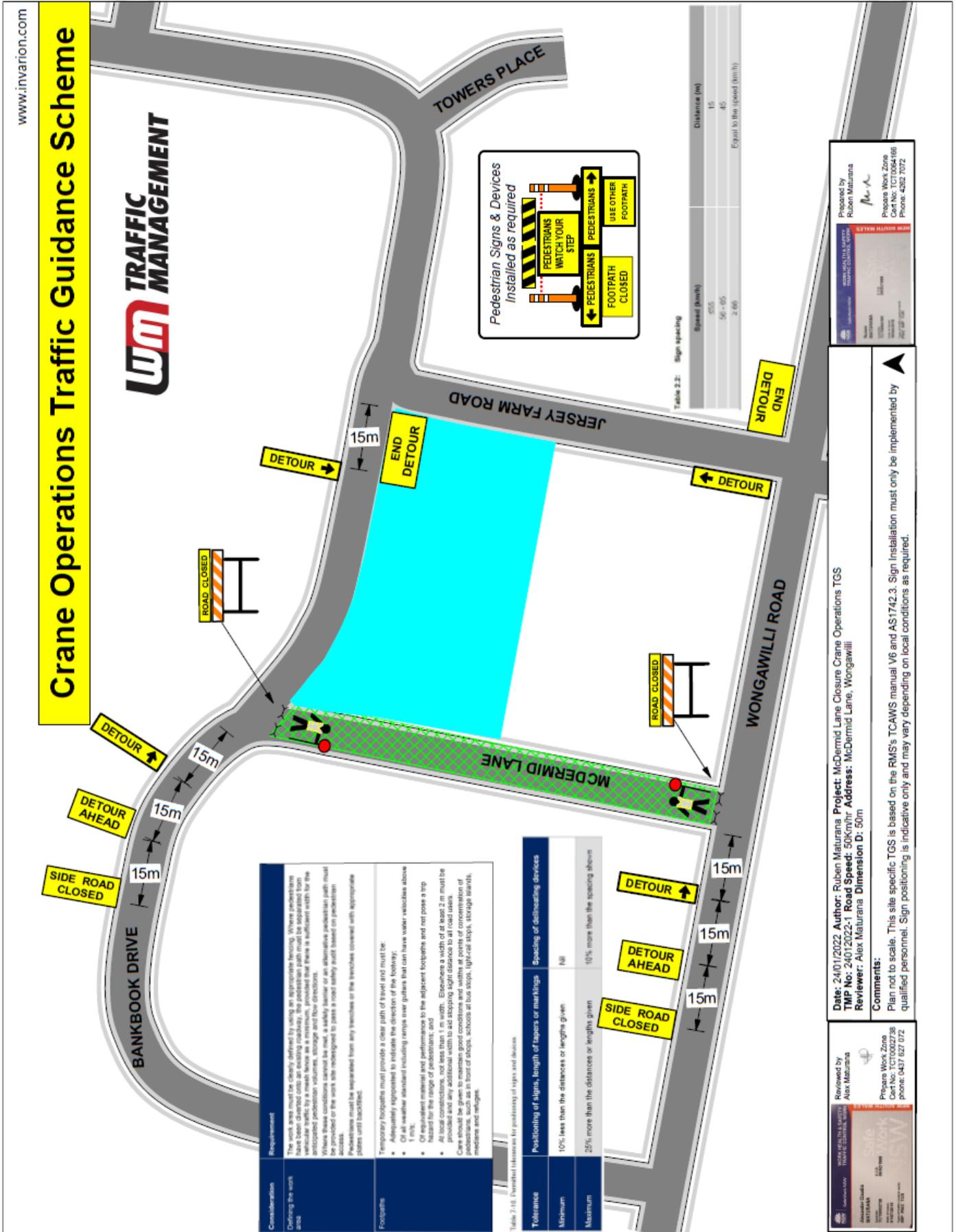




Item 3.7 - WOLLONGONG Kembla, Burelli, Church Streets and Simpson Place – Ward 2 – Anzac March – Page 2 of 3









Item 3.9 - PORT KEMBLA Allan Street – Ward 3 – Anzac March

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**NOTE:**

1. Signage will be installed in accordance with AS1742.3
2. Signage location may vary due to the limited distance between intersecting roads and the subject development.
3. TMP may vary depending on the scheduled works.
4. Signs must be Class 1 Reflective.
5. Signs are to be placed permanently for duration of works.

**TRAFFIC MANAGEMENT SERVICES (TMS)**

Job Number: 2508-2025-1000 Date: 25/08/2025 Order #: 2508-2025-1000  
 Address: 1000-1000 North Street, Wollongong NSW 2522  
 Contact: 02 4222 2222  
 Email: info@tms.com.au  
 Website: www.tms.com.au

Plan Amended By: .....  
 Time: .....  
 Date: .....  
 Prepare Work Zone Cert Number: .....  
 Signature: .....

TRAFFIC MANAGEMENT SERVICES (TMS) DO NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TGP IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENTATION.

## 4 DESIGN MATTERS

### 4.1 TOWRADGI, Towradgi Station – Ward 1 – Regulatory Signage and Line Marking

#### BACKGROUND

The Transport Access Program (TAP) is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure across the state.

More than \$2.2 billion has been invested in the Transport Access Program since 2011 to fund accessibility upgrades at stations, create better transport interchanges and build car parks. As an operator of public transport under the Disability Discrimination Act 1992 (DDA), Transport for NSW is required to upgrade the public transport precincts to ensure equitable access is provided for all customers.

Some public transport stations do not currently meet the requirements of the federal Disability Standards for Accessible Public Transport 2002 (DSAPT).

The Standards set out minimum accessibility requirements for public transport providers and ensure that people with disability have equivalent access to public transport services.

Upgrading public transport precincts will make the public transport network accessible to people with additional mobility requirements, parents/carers with prams and customers with luggage.

As part of this program, Degnan (contracting to TfNSW) has made application for proposed regulatory signage and line marking in Weber Crescent, Towradgi.

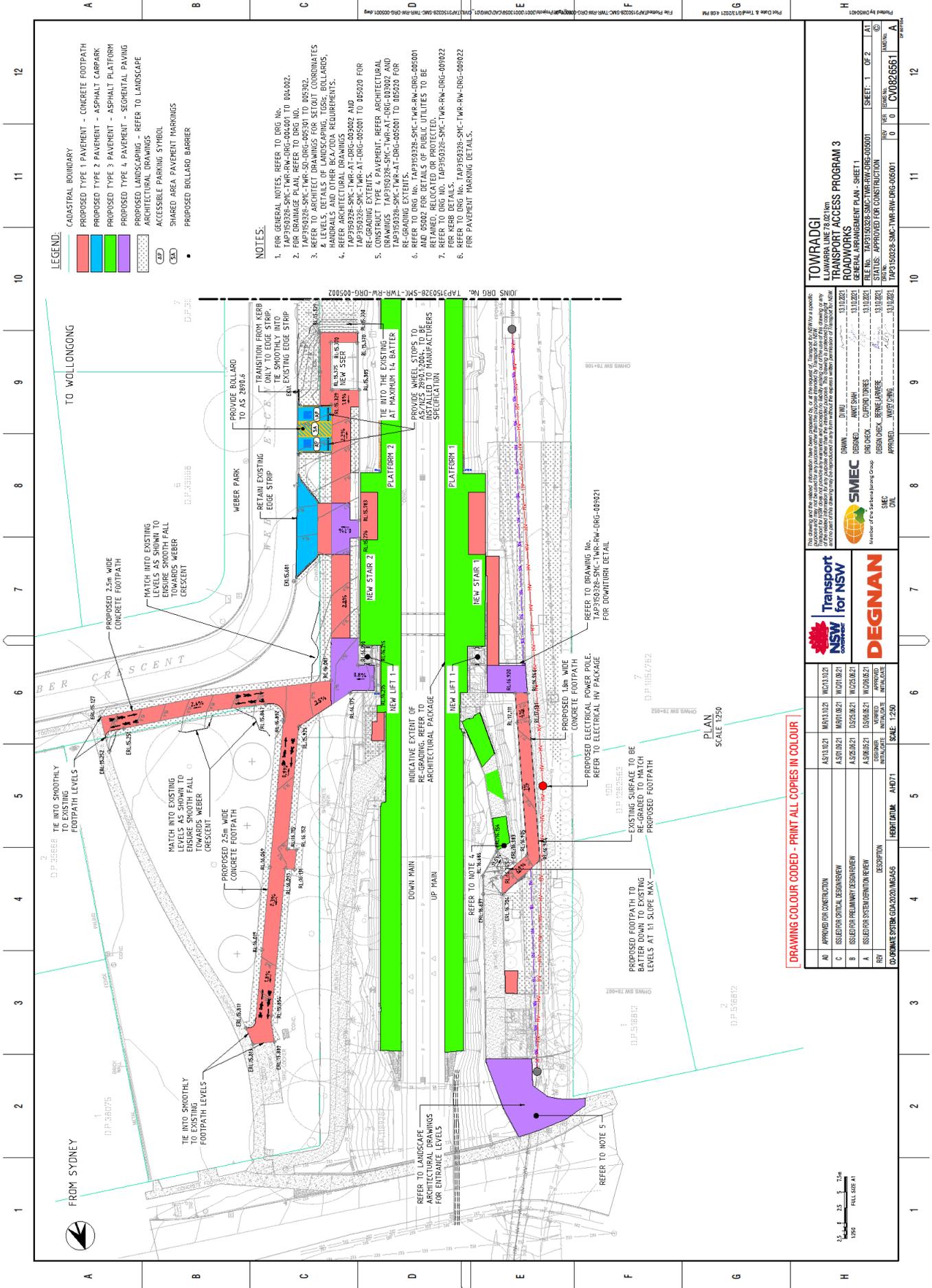
#### CONSULTATION

Consultation with affected residents and businesses to be carried out prior to installation.

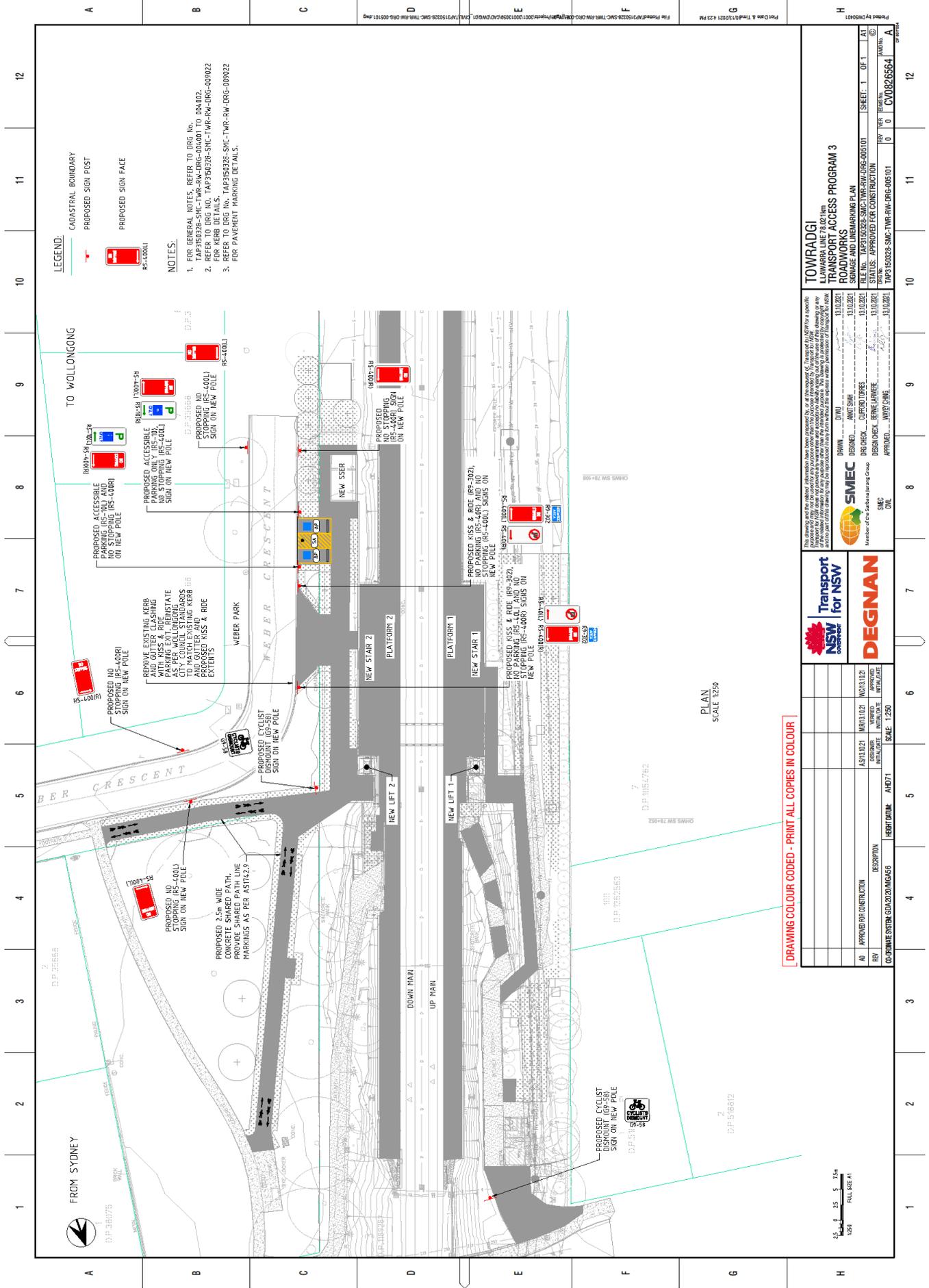
#### PROPOSAL

Drawings TAP3150328-SMC-TWR-RW-DRG-004001 – 009022 be approved.

Item 4.1 – TOWRADGI, Towradgi Station – Regulatory Signage and Line marking – Page 1 of 2



Item 4.1 – TOWRADGI, Towradgi Station – Regulatory Signage and Line marking – Page 2 of 2



**LEGEND:**  
 CADASTRAL BOUNDARY  
 PROPOSED SIGN POST  
 PROPOSED SIGN FACE  
 RS-4001

**NOTES:**  
 1. FOR GENERAL NOTES, REFER TO DRG No. TAP3150328-SMC-TWR-RW-DRG-004001 TO 004002.  
 2. REFER TO DRG No. TAP3150328-SMC-TWR-RW-DRG-009022 FOR KERB DETAILS.  
 3. REFER TO DRG No. TAP3150328-SMC-TWR-RW-DRG-009022 FOR PARKING MARKING DETAILS.

[ DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR ]

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<b>TOWRADGI</b> LLAWARRA LINE (R.02) 16M TRANSPORT ACCESS PROGRAM 3 ROADWORKS SIGNAGE AND LINE MARKING PLAN FILE NO. TAP3150328-SMC-TWR-RW-DRG-005101 STATUS: APPROVED FOR CONSTRUCTION SHEET: 1 OF 1 DATE: 13/10/2021 DRAWN BY: [Name] CHECKED BY: [Name] DESIGNED BY: [Name] APPROVED BY: [Name]	
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**5 DOB IN A HOON (SPEED COMPLAINTS)**

STREET	SUBURB	CONCERN
Wallabah Way	KOONAWARRA	CR0095886 – request traffic calming due to speeding vehicles

**6 INFORMAL ITEM**

**6.1 WOLLONGONG, LGA – Wards 1, 2 and 3 – No Stopping lines**

**BACKGROUND**

The Traffic and Transport Unit would like to encourage the use of “No Stopping” lines – unbroken yellow (C3) line as a supplement to existing no stopping zones in the City Centre and as a replacement to no stopping zones at residential intersections on a case-by-case basis.

The intention of the approach is to reduce the sign clutter and visual amenity on our road networking while ensuring that essential traffic management is achieved. It is important to note that this approach was introduced and is supported by TfNSW.

In November 2012, there was an amendment to the NSW Delineation – Section 13 pavement markings for kerbside restrictions which introduced the use of the “No Stopping” line without signs. The reasoning behind this road rule is that a yellow line would help reduce the ever-increasing number of signs and other distractions on our roads and can reduce maintenance costs. The current NSW Road Rules 2014 state that you must not park within 10m of an intersection without traffic lights, unless:

- A sign says you can;
- It’s a T-intersection and you can park along the continuous side of the continuing road

**CONSULTATION**

No consultation is required at this current time.

A media and road safety education campaign will be prepared by our Road Safety Officer with our Media and Communications team to educate the community on the rules associated with the unbroken yellow line.

**PROPOSAL**

By beginning to incorporate this approach into our city centre, residents will begin to learn of the C3 line, and accept this as a standardised approach. Residential areas where you do not have conflicting signs and where there is opportunity to declutter existing signage would be of preference, although locations in our city centre’s may be supplemented with the C3 line to reinforce the restrictions.

When Council’s Road Safety Officer commences, it is intended to develop an education program with respect to ‘No Stopping’ zones.