

WOLLONGONG CITY COUNCIL
INFRASTRUCTURE STRATEGY & PLANNING DIVISION

**TRAFFIC, TRANSPORT AND
ROAD SAFETY SECTION**

MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE

WEDNESDAY, 21 MAY 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.
-

Author’s Name	Author’s Title	Date
Lindsay Dunstan	Traffic Engineer	3 June 2014
Mike Dowd	Manager Infrastructure Strategy & Planning	4 June 2014
Mike Hyde	Director Infrastructure and Works – Connectivity, Assets and Liveable City	5 June 2014

Name	Title	Date
David Farmer	General Manager	10 June 2014

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

MINUTES

CITY OF WOLLONGONG TRAFFIC COMMITTEE
WEDNESDAY, 21 MAY 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.

<p>CWTC Meeting Level 10 Committee Rooms 2 & 3 Commencing 9.15 am</p>
--

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

GENERAL BUSINESS

1	THIRROUL	Jones Lane	Request for Warning Signs
2	MT OUSLEY	Clive Bissell Dr	No Stopping at intersection with Mt Ousley Rd
3	WOLLONGONG	Marine Dr	Request No Parking be changed to Loading Zone
4		Smith and Denison Sts	Parking restrictions
5		Smith St	Linemarking at the approach to Flinders St (eastbound)
6		Various Sts	Temporary Bus Zones to accommodate buses during proposed closure of Keira St between Crown and Market Sts
7	MT ST THOMAS	The Avenue	Broken Centre Line marking
8	BERKELEY	Nolan St	Flagstaff Industries – proposed No Parking Coaches Excepted

REGULATION OF TRAFFIC

9	HELENSBURGH	Walker St	Burgh to Beach Charity Run – Sunday 26 October 2014
10	OTFORD	Otford Rd	Sydney Trains – Otford Bridge project 27 June – 13 July 2014
11	DAPTO	Jerematta St	St Johns Catholic Primary School Annual Spring Fair – Saturday 13 September 2014

DESIGN MATTERS

12	WOLLONGONG	Denison and Crown Sts	Provision of right turn facility for southbound traffic on Denison St
13	MT KEMBLA	Cordeaux Rd	Improvement and Mt Kembla shared path project – signs and linemarking plans
14	DOMBARTON	Sheaffes Rd	Safety Barriers, signs and linemarking
15	DAPTO	Shone Ave	Alkira Estate – proposed residential subdivision – signage and linemarking plan

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

16	WOLLONGONG	Flinders and Keira Sts	Bus priority and traffic signals at Victoria Street
17		Keira Street	GPT update

**CITY OF WOLLONGONG TRAFFIC COMMITTEE
21 MAY 2014
MINUTES**

**FORMAL ITEMS
(UNDER RMS DELEGATED AUTHORITY)**

Present:

Lindsay Dunstan	(Chairman) Wollongong City Council
Walter Galvan	Wollongong City Council
Bianca Daxner	Wollongong City Council
Andy Gaudiosi	Roads & Maritime Services
Snr Const Andrew Cotton	NSW Police Force
Neil McCormack	Representing Lee Evans MP
Reg Jago	Representing Noreen Hay MP
Ian Hunt	Representing Ryan Park MP
Les Dion	Bus & Coach Association
Sunny Brailey	Bus & Coach Association

In Attendance:

Jon Myers	Hansen Yuncken
-----------	----------------

Apology:

Snr Const Kevin Brown	NSW Police Force
-----------------------	------------------

GENERAL BUSINESS

THIRROUL

1 Jones Lane – request for warning sign

Background:

A resident of Jones Lane has requested that Council install warning signs in Jones Lane to encourage drivers to slow down as the roadway width is less than normally required for two way traffic. It is a dead end lane with a number of homes accessing this street and it also has a small parking area adjacent to a beach reserve. In most other circumstances a lane of this width would be one way. Warning signs indicating a narrow road and two way traffic may assist in traffic safety for residents and visitors.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install a back to back two-way traffic warning sign (W4-11A) at the entrance to Jones Lane and install a warning sign Narrow Road (W8 series) under the two way traffic sign.

MT OUSLEY

2 Clive Bissell Drive – No Stopping at the intersection with Mt Ousley Road

Background:

In the interests of providing suitable refreshments at a regular vehicle stopping area adjacent to the intersection of Clive Bissell Drive and Mt Ousley Road, Council and RMS have permitted the operation of a mobile coffee van at this location. The van operator continues to operate within the road reserve of Clive Bissell Drive despite requests for the van to operate within the vehicle parking area on the road shoulder of Mt Ousley Road.

The NSW Police have concerns about the safety of customers standing on the roadway in Clive Bissell Drive when obtaining refreshments. The van can be readily required to move into the parking to operate, by installing No Stopping restrictions within Clive Bissell Drive.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install No Stopping restrictions within Clive Bissell Drive for a distance of 30m from Mt Ousley Road with unbroken yellow lines to match.

WOLLONGONG

3 Marine Drive – request No Parking be changed to Loading Zone

Background:

Council has received a request from the Function Centre Manager at the City Beach complex for the No Parking outside the building on Marine Drive to be altered to a Loading Zone. A No Parking Zone does not permit deliveries where the driver leaves the vehicle but commercial vehicles have time limits for deliveries in a Loading Zone. In NSW Loading Zones also serve as a No Parking Zone for non-commercial vehicles.

As the bay on Marine Drive is about 35m in length the Function Centre Manager has advised that loading and drop off/pick up activities can both be accommodated. Access to the building from Marine drive is via a set of steps, and large vehicles are expected to continue to use the car park off Endeavour Drive when delivering bulky items, where there is a ramped access.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Replace the existing No Parking signs with Loading Zone signs in Marine Drive adjacent to the steps to the City Beach Function Centre.

4 Smith and Denison Streets

Background:

Car parking is not well controlled around the shared path at the western end of Smith Street and where it passes through Council land in Denison Street and then northwards under Throsby Drive. This is not a high speed area for either vehicles or bicycles, as cyclists are required to dismount when using the pedestrian underpass between Smith and Denison Streets.

The present parking has low level risks when vehicles enter and leave the area, but the access gates to the railway and the entrance to the underpass are obstructed by parked vehicles at times.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install on the western side of the railway line –

- (a) A No Stopping sign (R) on the northern side of the shared path and on the western side of the gates to the railway reserve.**
- (b) A No Stopping sign (L) on the south side of the shared path at a point 10m west of the boundary of the railway land.**

Install on the eastern side of the railway line -

- (c) A No Stopping sign (R) on the western side of the railway gate in Belmore Street.**
- (d) No Stopping signs either side of the railway gate adjacent to the underpass on the Belmore Street side of the railway line.**

5 Smith Street – linemarking at the approach to Flinders Street (eastbound)

Background:

Council is in the process of finalising a new plan for Keira Street in order to improve bus priority and pedestrian access on the northern side of the Wollongong CBD. At the present time eastbound traffic on Smith Street may cross the intersection with Flinders Street in both lanes. There is a need then to merge quickly into one lane on the departure side of the intersection. There are also conflicting turning movements from Keira Street, and right turn movements into Thomas Street.

Traffic safety would be improved by ensuring one lane eastbound in Smith Street on the approach to the intersection with Flinders Street. This will require an edgeline to replace the lane line adjacent to the island on the north western side of the intersection. It will also require a change to the existing pavement arrows in Smith Street to Left Only on the approach to the slip lane around the island into Flinders Street (northbound).

PROPOSAL SUPPORTED (UNANIMOUSLY):

- (a) Install edgelines adjacent to the island in Smith Street on the north west corner of the intersection with Flinders Street.**
- (b) Repaint the pavement arrows to indicate Left Turn Only on the approach to the slip lane from Smith Street into Flinders Street.**

- (c) **Install straight through arrows in the trafficable lane eastbound in Smith Street at the approach to Flinders Street.**

6 Various Streets – Temporary Bus Zones to accommodate buses during the proposed closure of Keira Street between Crown and Market Streets

Background:

Council staff, Police and staff from RMS have been liaising with the developers for the West Keira development to establish facilities for the bus services during a proposed closure of Keira Street. The closure is being managed by RMS under their Works Authorisation Deed but there is a need to establish temporary bus zones on local streets.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install -

- (a) **A full time Bus Zone in Keira Street from the driveway to the UOW Keira View complex to the No Stopping area on the approach to Smith Street.**
- (b) **A full time Bus Zone on the southern side of Smith Street between Thomas Street and Flinders Street to replace the existing timed parking and the No Parking “Wedding and Funeral Vehicles Excepted”.**
- (c) **A full time Bus Zone on the eastern side of Kembla Street 30m in length from the No Stopping area on the departure side of Crown Street, to replace part of the Loading Zone.**
- (d) **A full time Bus Zone on the western side of Kembla Street 30m in length from Simpson Place to a point 20m on the approach to Crown Street.**
- (e) **A full time Bus Zone 20m in length on the southern side of Crown Street to replace the timed parking on the approach to Atchison Street.**

MT ST THOMAS

7 The Avenue – Centre line marking

Background:

A request has been received through the Member for Keira for broken centre line marking to delineate the roadway on The Avenue between Television Avenue and St Johns Avenue. There are a number of islands and chicanes on this section of The Avenue, but there are sections without a centre-line. The traffic volumes high enough on The Avenue to allow centre line to be installed.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The sections of The Avenue between Television Avenue and St Johns Avenue be connected with broken centre line where there is currently no centre line.

BERKELEY

8 Nolan Street – Flagstaff Industries – proposed No Parking Coaches Excepted

Background:

Flagstaff Industries employ a number of staff who have disabilities and are transported to and from work by coach arranged by their employer. As the coaches are not public buses they need an area at the kerbside in which to pick up and drop off their passengers. There is a space 15m in length and a redundant bus zone almost opposite Investigator Drive and adjacent to the mail zone which would be suitable. Premier Illawarra confirmed that this area is not required for route services, as there are operating bus stops in Nolan Street to the east and west of Flagstaff Industries.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Install a 30 m length of No Parking Coaches Excepted on the southern side of Nolan Street over the existing Bus zone and up to the Mail Zone near the T junction of Nolan Street and Investigator Drive.

REGULATION OF TRAFFIC

HELENSBURGH

9 Walker Street – Burgh to Beach Charity Run – Sunday 26 October 2014 7 am – 9.30 am – (TMP ref: Z14/175800 – Attachment 1))

Background:

An application has been received for temporary road closures in Helensburgh, Otford and Stanwell Park to allow the Burgh to Beach Charity Run to proceed on Sunday 26 October 2014. The road closures begin at the northern end of Walker Street from 7 am and the event proceeds to Otford Road, Lady Carrington Road, Station Road, Domville Road, Otford Road (southern section), Lady Wakehurst Drive, Lawrence Hargrave Drive and Station Street, Stanwell Park. As the event passes each section, the roads will be opened as soon as practicable.

NSW Roads & Maritime Services and NSW Police are responsible for approvals on Lawrence Hargrave Drive and Lady Wakehurst Drive and the organisers have agreed to employ four police officers to manage the event on these State roads to ensure the safety of participants. Both representatives indicated that the event could be approved if the proposed police escorts were used for participants between Otford Road Bald Hill and Station Street Stanwell Park.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The traffic management plan be approved, subject to permission from NSW Police and RMS and subject to Council's standard conditions for road closures (Attachment 4).

OTFORD

10 Otford Road – Otford Bridge project – 27 June – 13 July 2014 - (TMP ref: Z13/184241 Attachment 2)

Background:

Sydney Trains propose to close Otford Road for the Otford Rail Bridge project. The work includes demolition of bridge parapets and excavation of the road and installation of new bridge components. The closure will commence 5 am on 27 June 2014 and finish at 7 pm 13 July 2014.

There will be a period when the road is excavated, concreted and asphalted when no vehicles will be able to pass the bridge including emergency vehicles. The expected period is 28 June – 7 July 2014

PROPOSAL SUPPORTED (UNANIMOUSLY):

The traffic management plan be approved subject to Council's standard conditions for road closures (Attachment 4).

DAPTO

11 Jerematta Street – St John's Catholic Primary School Annual Spring Fair – Saturday 13 September 2014 (TMP ref: Z14/196485 Attachment 3)

Background:

An application has been received for the closure of Jerematta Street, Dapto between Moombarra and Mulda Streets, for the holding of the St John's Catholic Primary School Annual Spring Fair on Saturday 13 September 2014. The arrangements are the same as for previous years and the closure affects a small number of residents at the eastern end of Jerematta Street. The School have agreed to allow access to residents under traffic control during the closure.

PROPOSAL SUPPORTED (UNANIMOUSLY):

The traffic management plan be approved subject to Council's standard conditions for road closures (Attachment 4).

DESIGN MATTERS

WOLLONGONG

12 Denison and Crown Streets – Provision of a right turn facility for southbound traffic on Denison Street (Attachment 5)

Background:

As part of Council's Access & Movement Strategy for Wollongong a right turn facility is to be provided at the signalised intersection of Crown and Denison Streets for southbound traffic. RMS have approved this proposal and work will be proceeding soon on adjustments to the signal arrangements. Plan Nos. 0001.497.VV.0409 and 5340 SK01 1 for the work were tabled at the meeting. In conjunction with the signal work there is a need for new linemarking and adjustments to parking in Denison Street.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Plan Nos. 0001.497.VV.0409 and 5340 SK01 1 be approved.

CORDEAUX HEIGHTS/MOUNT KEMBLA

13 Cordeaux Road Shared Path project (Attachment 6)

Background:

Drawing Nos. PJ1279 – C1054 2, C1055 2, C1056 2 and C1057 2 have been submitted detailing signage and linemarking for the proposed shared path on Cordeaux Road between Booreea Boulevard and Bushells Hill.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Drawing Nos. PJ1279 – C1054 2, C1055 2, C1056 2 and C1057 2 be approved, subject to installation of:

- (a) A Cycle Path Ends sign on the approach to William James Drive; and
- (b) pavement markings to comply with the requirements for a shared path and should replace signs on posts where possible to reduce the number of posts on the shared path.

DOMBARTON

14 Sheaffes Road – Installation of Safety Barriers, signs and linemarking (Attachment 7)

Background:

Plan No. 5251 C1 1 has been prepared detailing proposed installation of safety barriers, signs and linemarking on Sheaffes Road, Dombarton approximately 950m west of Paynes Road.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Plan No. 5251 C1 1 be approved subject to edgelines being provided as noted on the plan.

HORSLEY

15 DA-2010/1350/A – Alkira Estate, Shone Avenue – Proposed residential Subdivision – Signage and linemarking plan (Attachment 8)

Background:

Signage and Linemarking Plan Nos. KF 109639 C647 A, C649 A, C650A have been submitted for the proposed residential subdivision on Shone Avenue, Horsley.

PROPOSAL SUPPORTED (UNANIMOUSLY):

Plan Nos. KF 109639 C647 A, C649 A and C650A be approved subject to:

- (a) The Hold lines on the Reverse T junction treatment need to be extended across the full width of roadway.
- (b) The dual roundabout sign to be located at the end of the Hold line.

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

WOLLONGONG

16 Flinders and Keira Streets – Bus Priority and Traffic Signals at Victoria Street

Background:

Flinders and Keira Streets in this area are State roads and Plan Nos. 4980 SK 25 has been prepared to show new traffic signals at Victoria and Keira Streets as part of Council's Access & Movement Strategy for Wollongong. This Plan has been approved in principle by NSW Roads & Maritime Services, but is presented here as there are implications for the bus operators who need to be part of the consultation process.

Victoria Street is expected to accommodate traffic flows around the CBD and the signals have been approved by RMS subject to their standard conditions for the detailed design. In conjunction with signals, Council also proposes a bus lane over Keira Street (southbound) between Smith and Market Streets to facilitate the flow of morning peak hour bus services. There will be corresponding adjustments to parking in the area and the rationalisation of two bus zones to be replaced by a single bus zone.

The work in Stage 2 is yet to be designed in detail, particularly in relation to the traffic signals and is included as part of the background. Stage 1 involves adjustments to linemarking, installation of the bus lane and adjustments to parking restrictions in Keira Street. Approval for Stage 1 will allow Council to proceed with civil works in Keira Street to rebuild much of the footpath between Market and Smith Streets.

(Attachment 9)

17 Keira Street – West Keira Development

Representatives of the project managers Hansen Yuncken attended the meeting to provide members with an update on progress of the work and to seek advice for future stages of the development. The northern tower crane was recently removed from the site with a Council approved closure of a section of Market and Richardson Streets to the west of Keira Street. The next stages of the project also involve road closures, but these are being managed by NSW Roads & Maritime Services under the Works Authorisation Deed between the developer and RMS.

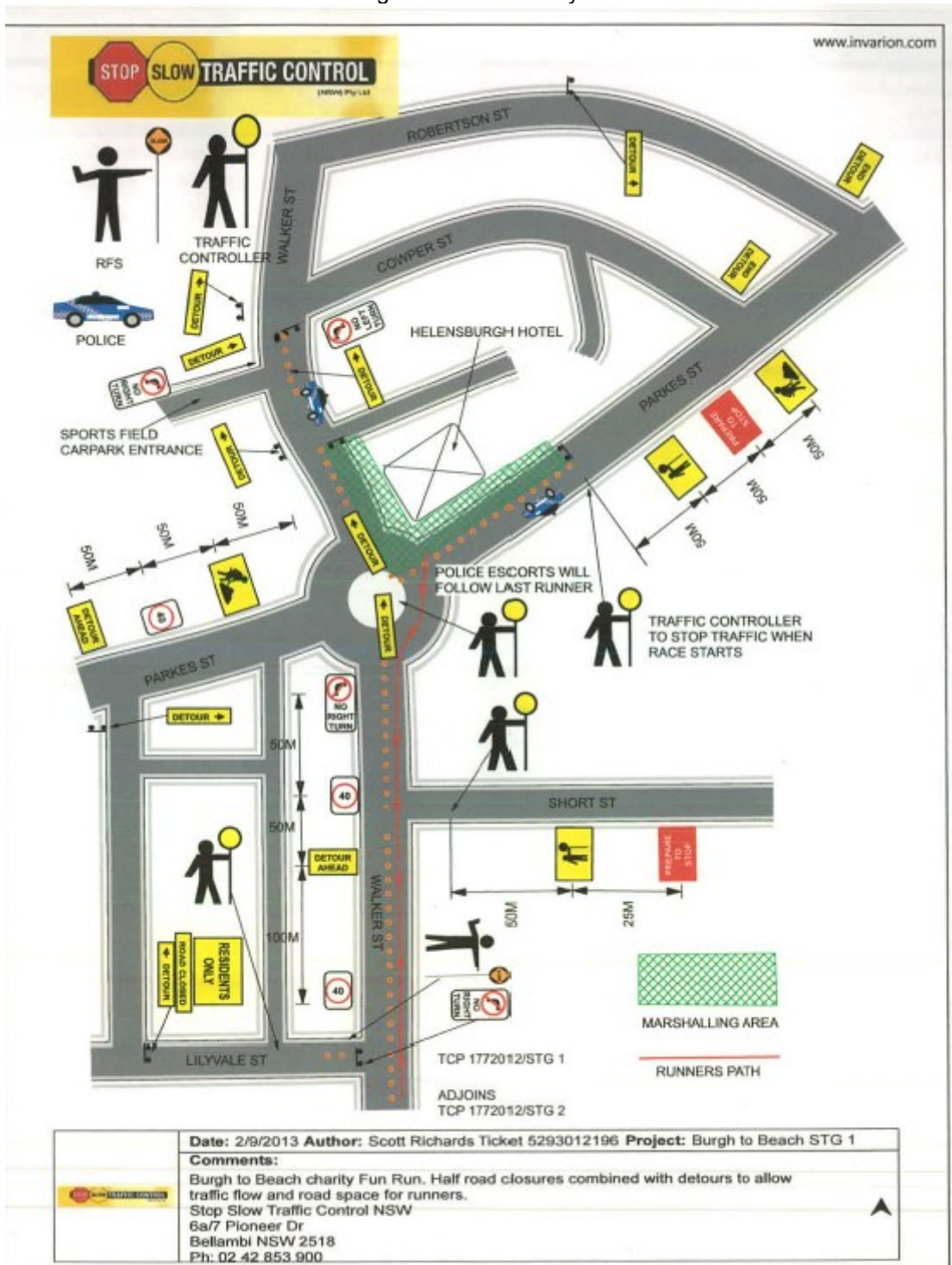
a) Closure of Crown and Keira Streets.

A proposed closure of Crown Street is needed to remove the second tower crane on 21-22 June between Keira Street and Atchison Street. There are a series of detours for buses, cars and pedestrians, and the developer will provide access for emergencies to Medical Centre. A revised plan is being prepared and Hansen Yuncken intend to undertake consultation with the affected property owners/occupiers in the week commencing 26 May 2014.

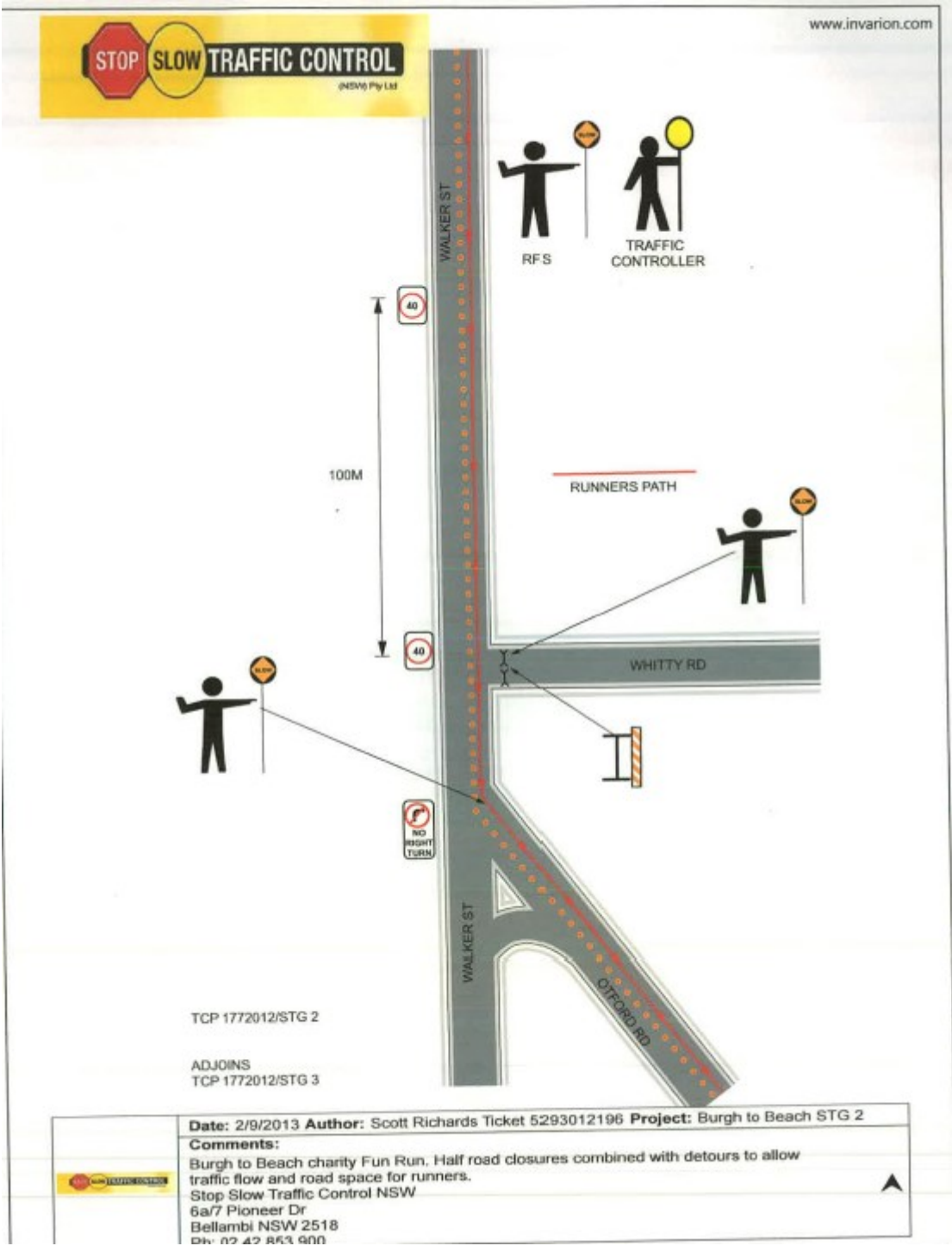
b) Closure of Keira Street from July to September 2014.

This proposal was put forward by the developer and has been considered by a number of stakeholders, including members of the Traffic Committee. A revised TMP and communications plan has been submitted to Council and is currently being reviewed. A report has been prepared for Council at its next meeting on 26 May 2014.

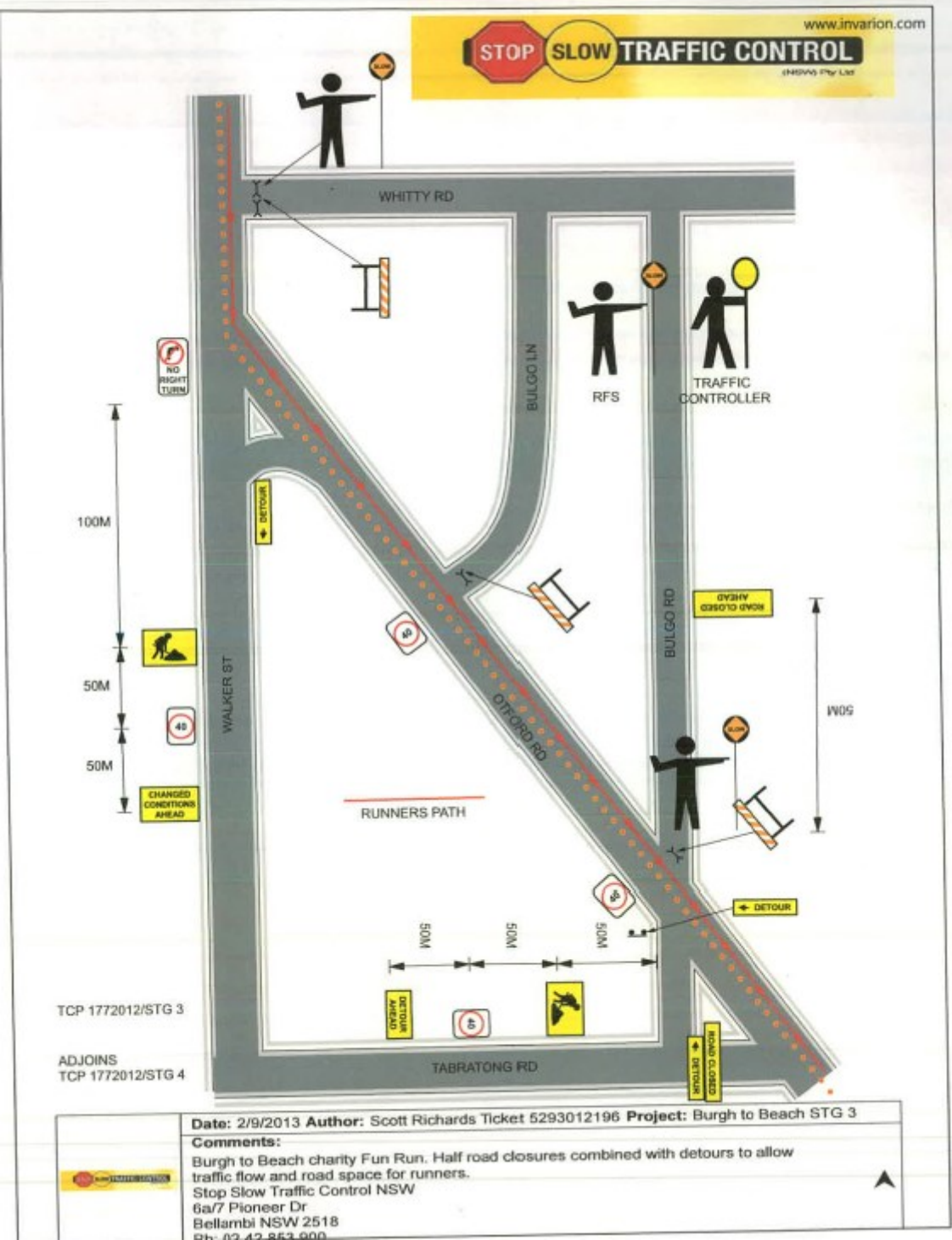
In order to accommodate bus diversions and a CBD shuttle to assist northern suburbs passengers access bus services, a number of temporary bus zones are proposed in Item 6 of this agenda.

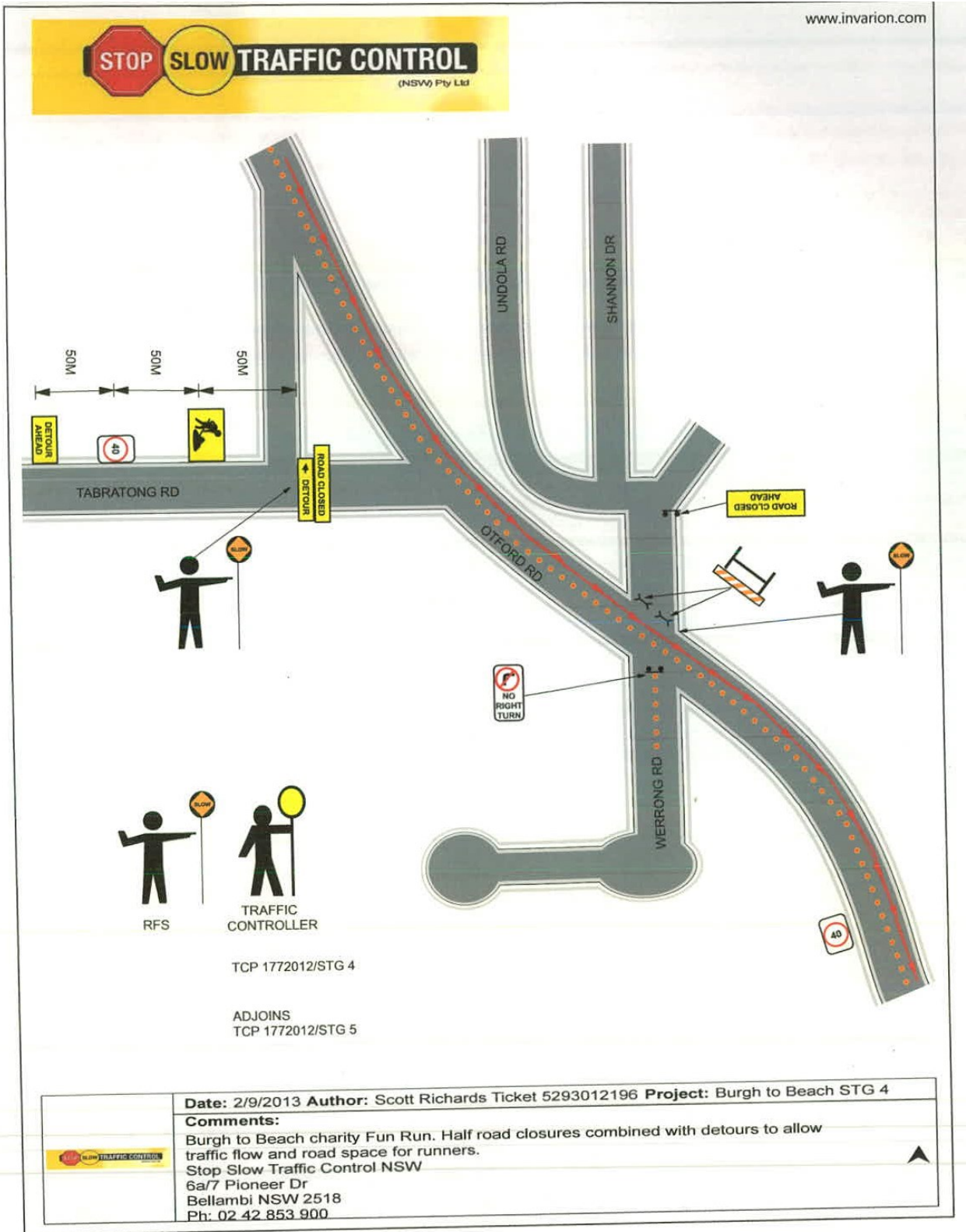


Burgh to Beach Charity Run



Burgh to Beach Charity Run



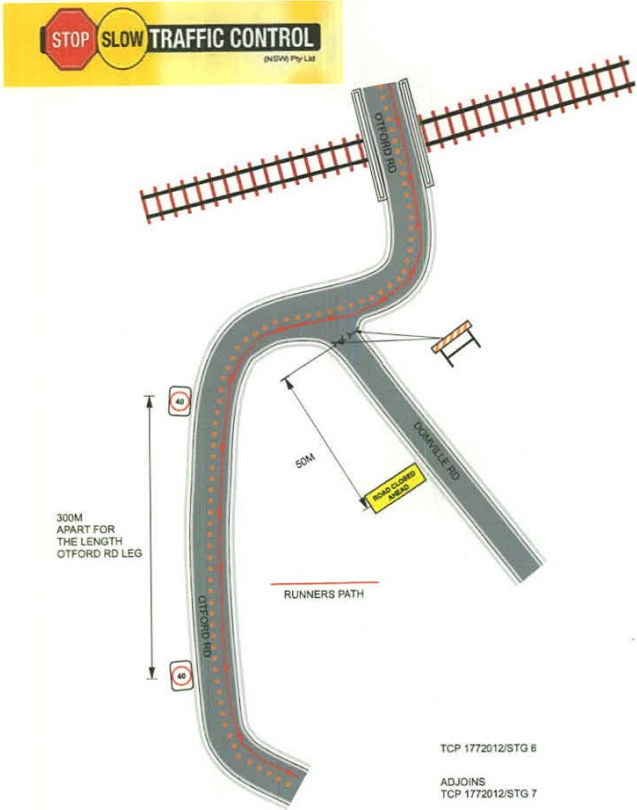


Burgh to Beach Charity Run

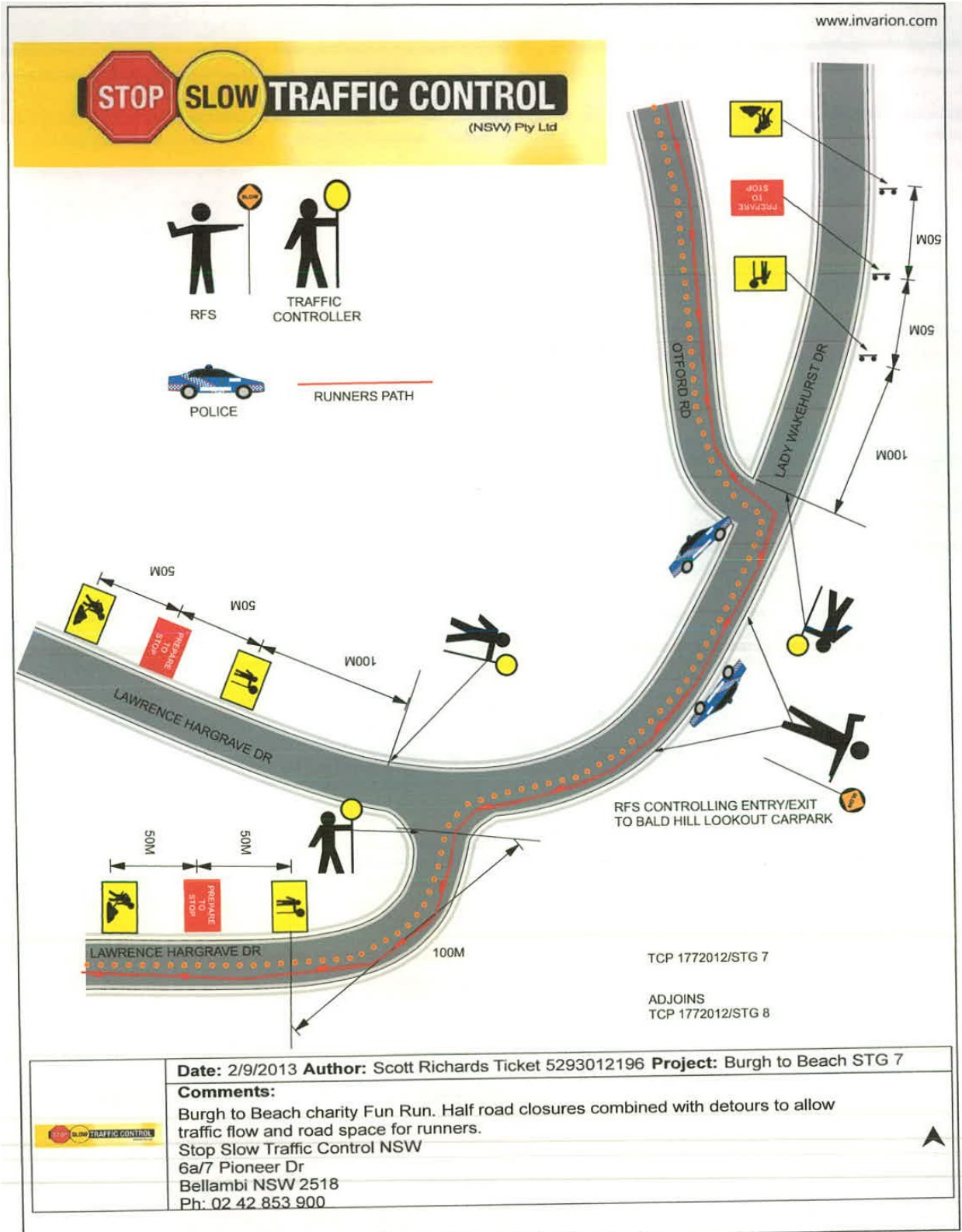
www.invarion.com

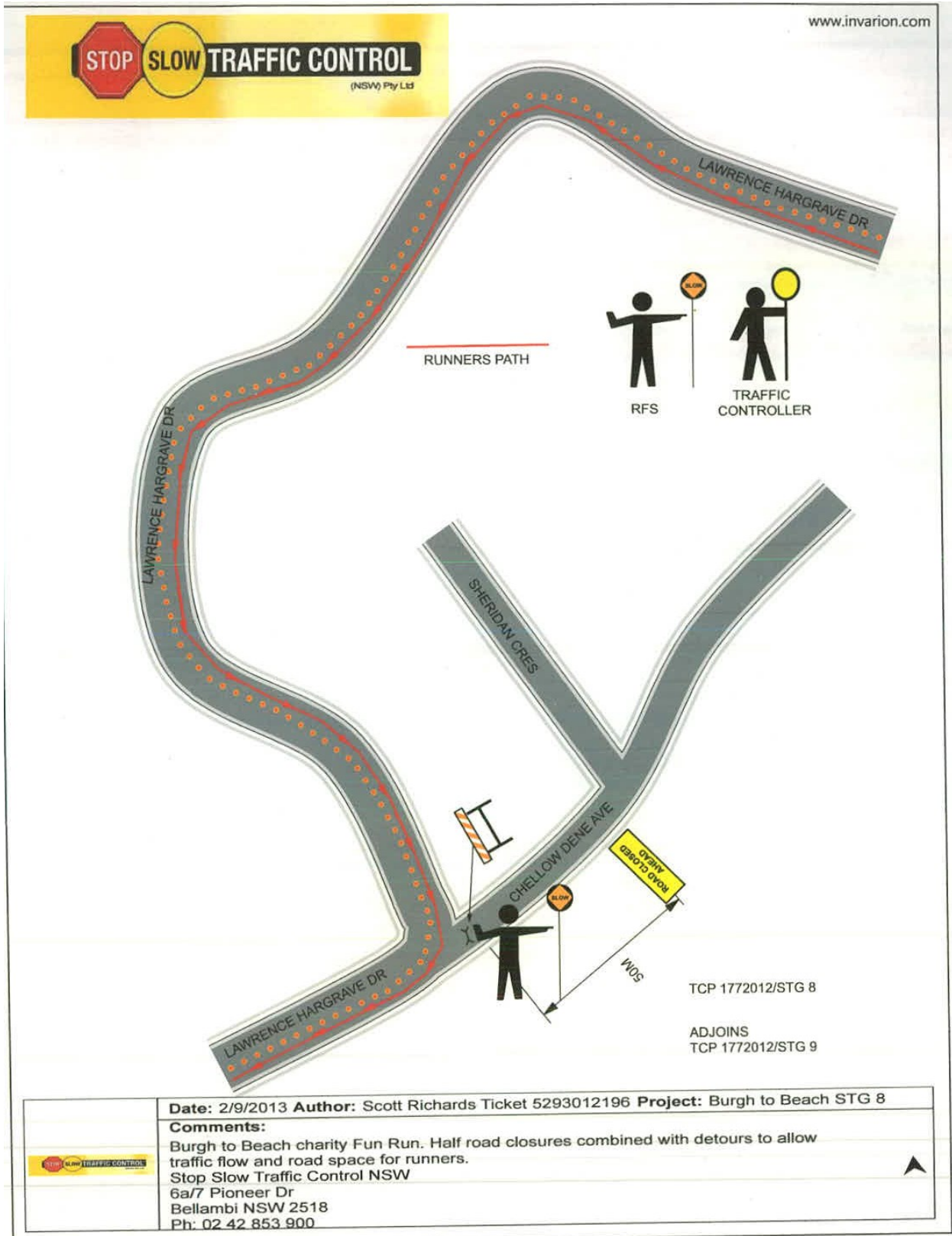


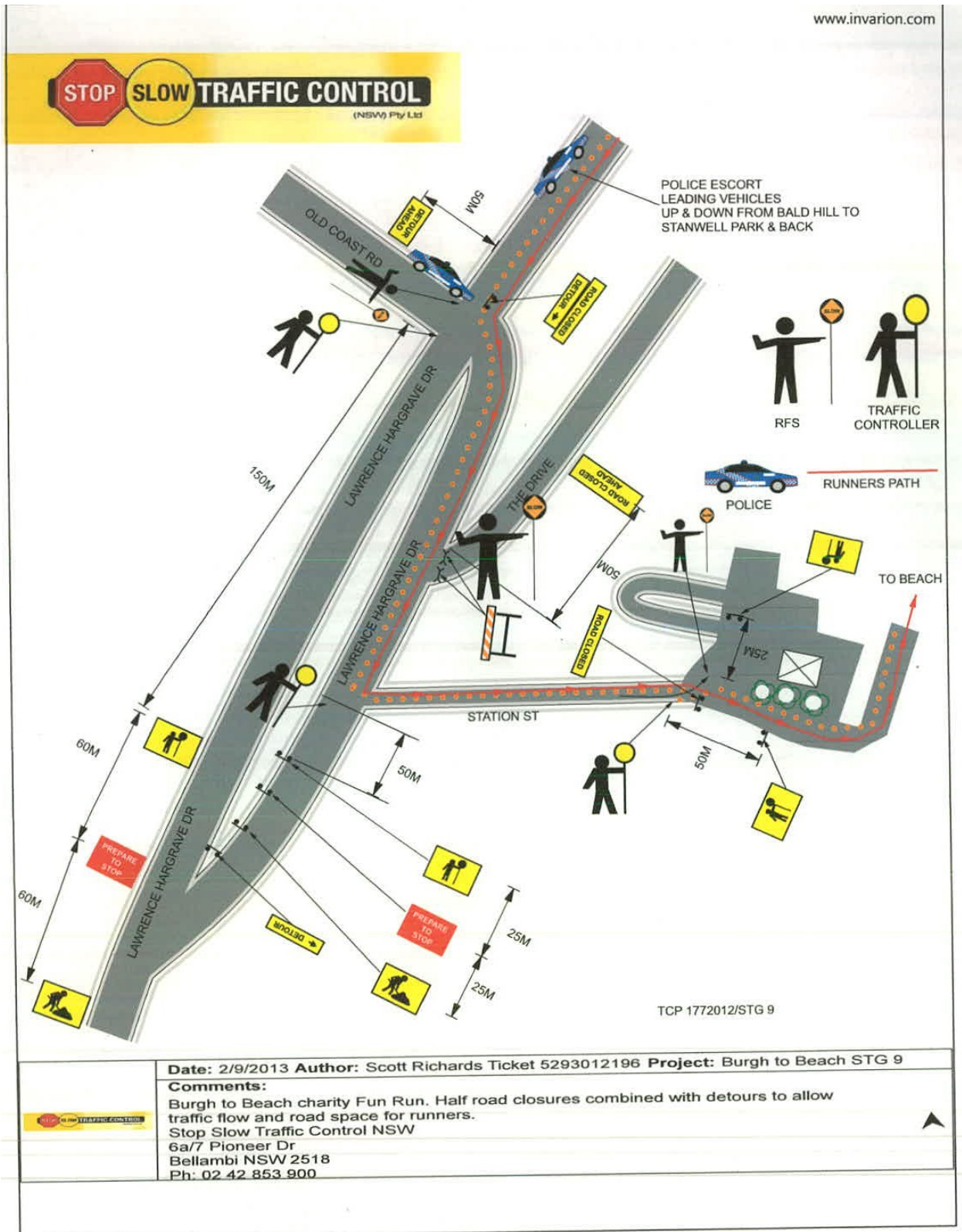
Date: 18/7/2012 **Author:** Scott Richards Ticket 5293012196 **Project:** Burgh to Beach STG 5
Comments:
 Burgh to Beach charity Fun Run. Half road closures combined with detours to allow traffic flow and road space for runners.
 Stop Slow Traffic Control NSW
 6a/7 Pioneer Dr
 Bellambi NSW 2518
 Ph. 02 42 853 900



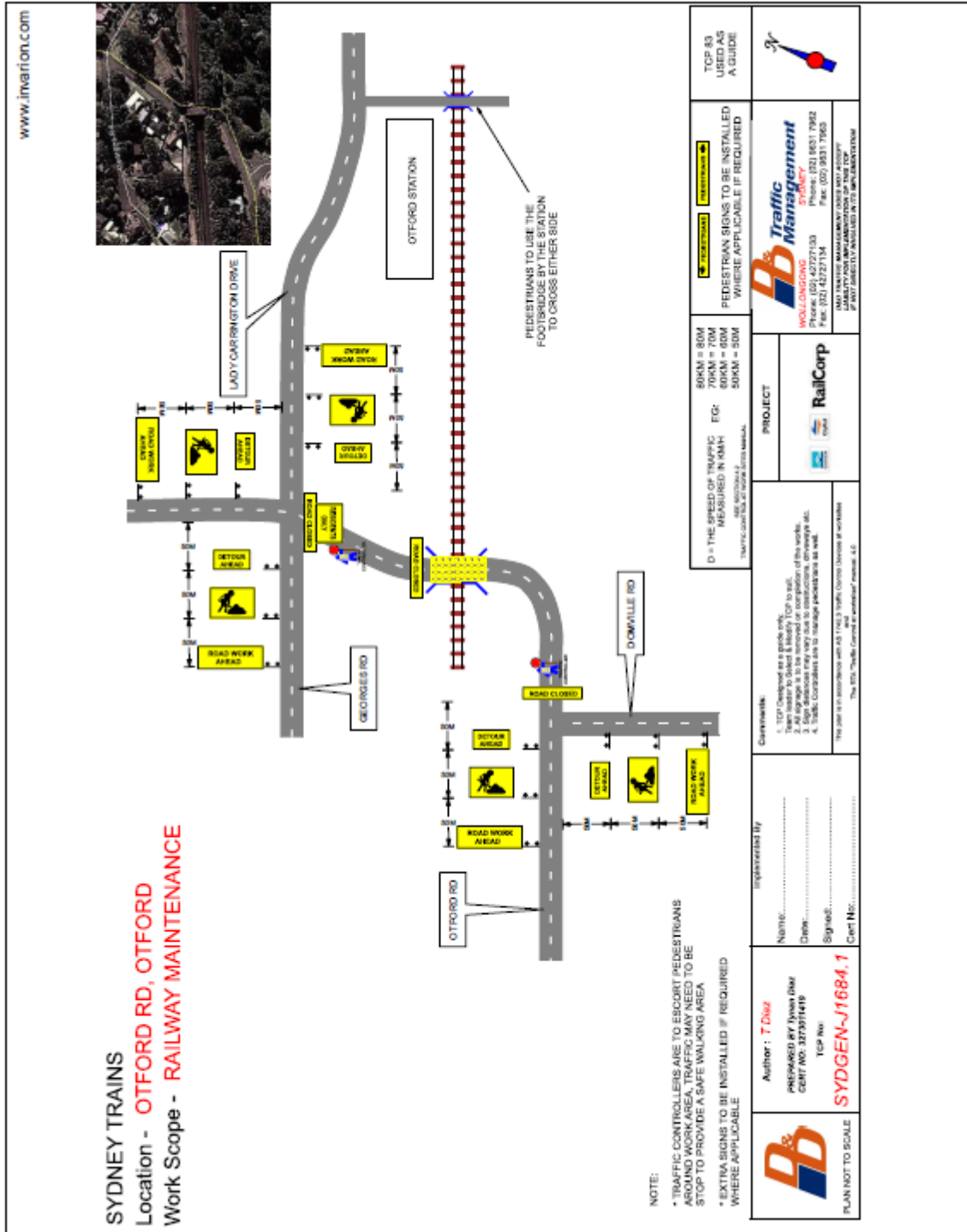
Date: 18/7/2012 **Author:** Scott Richards Ticket 5293012196 **Project:** Burgh to Beach STG 6
Comments:
 Burgh to Beach charity Fun Run. Half road closures combined with detours to allow traffic flow and road space for runners.
 Stop Slow Traffic Control NSW
 6a/7 Pioneer Dr
 Bellambi NSW 2518
 Ph. 02 42 853 900









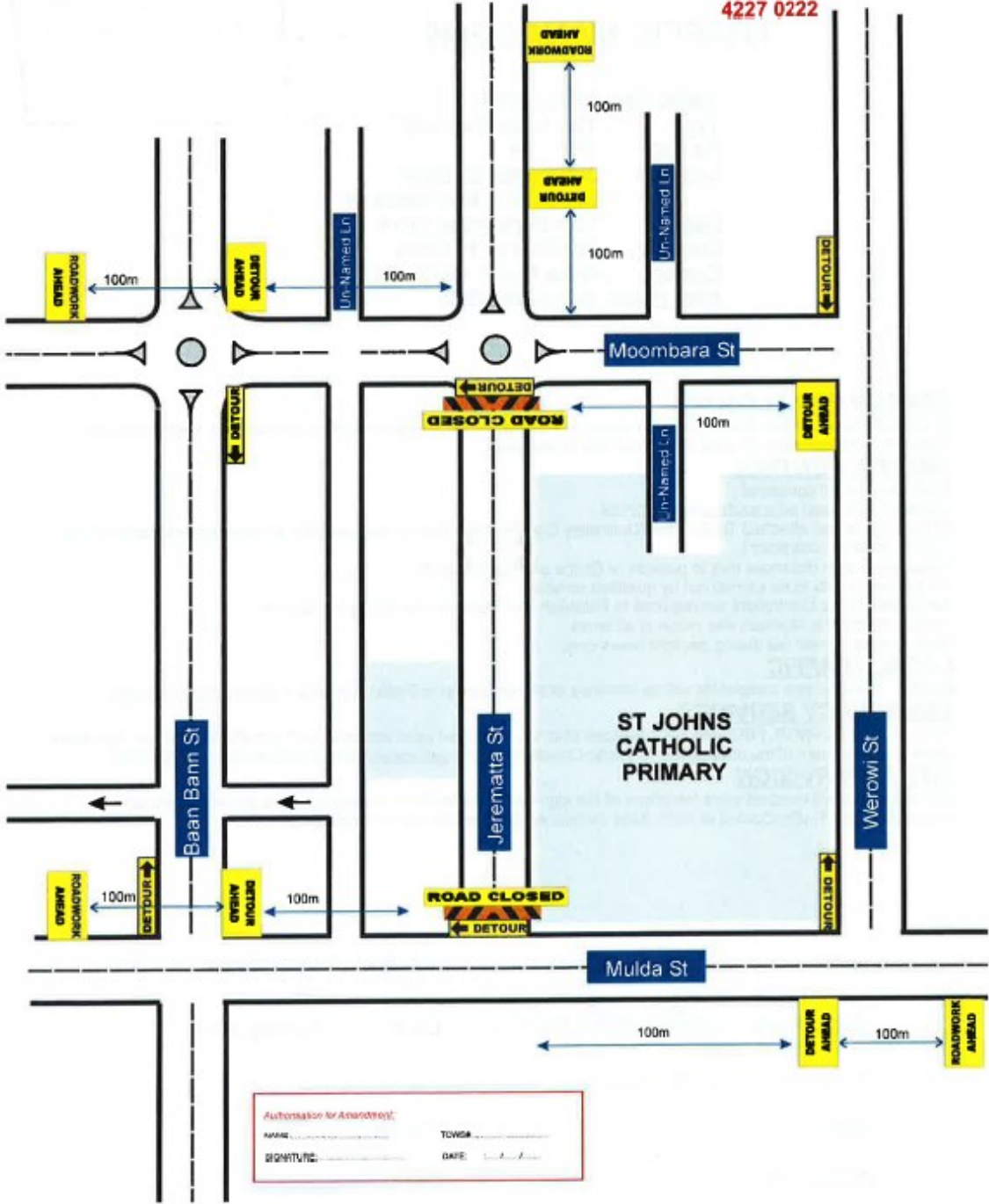


St John's Catholic Primary School Annual Spring Fair

Traffic Plan: 9933-1338H
Type : Two Lane, Two way
As Per : TCP - 54
Location : Jerramatta St, Dapto
 (Mulda St & Moombara St)
Date : 13th September, 2014
Duration : 06.00hrs to 16.00hrs



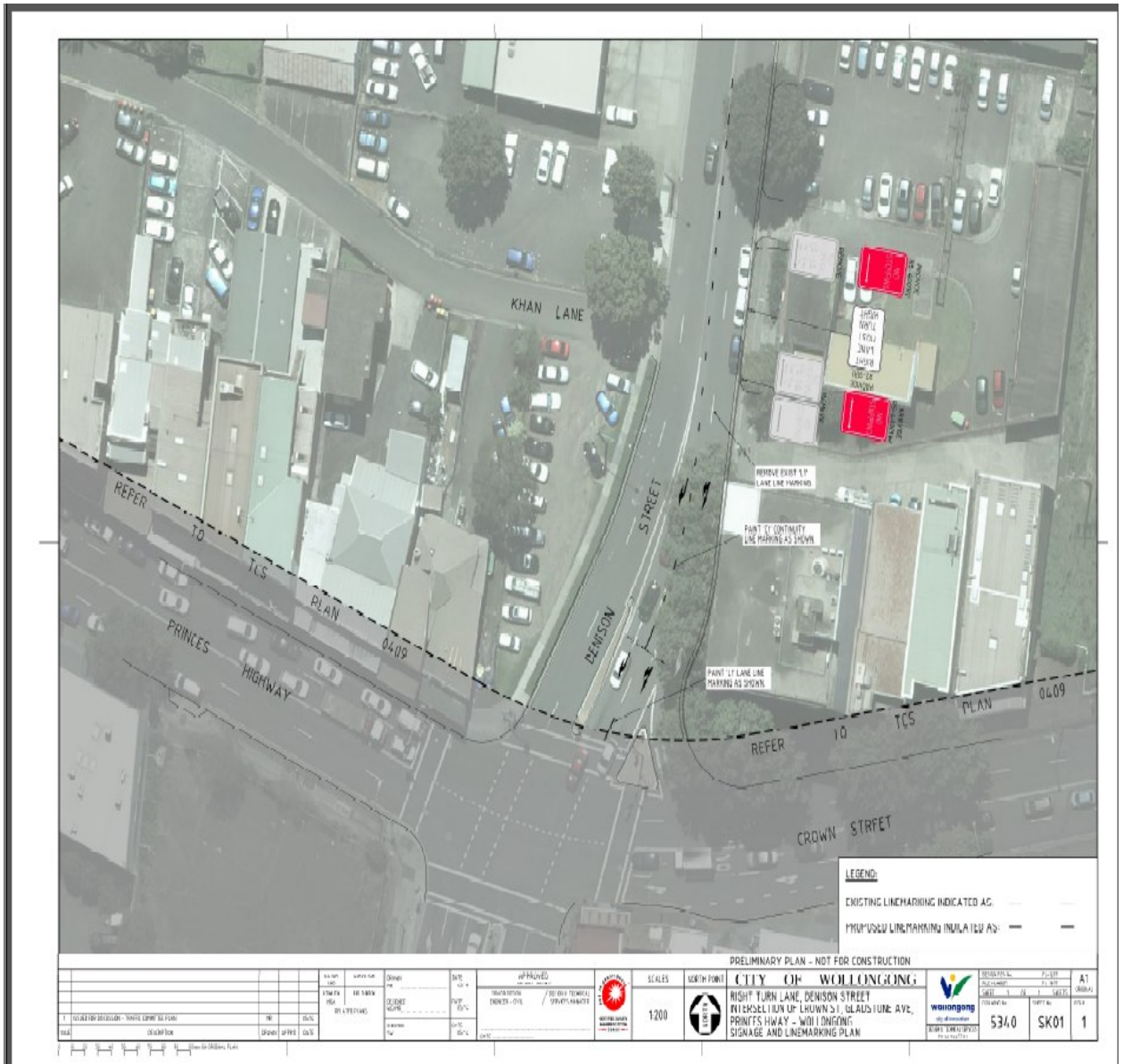
-  **Police Service**
4295 2699
-  **Fire Brigade**
000
-  **Ambulance Service**
4227 0222

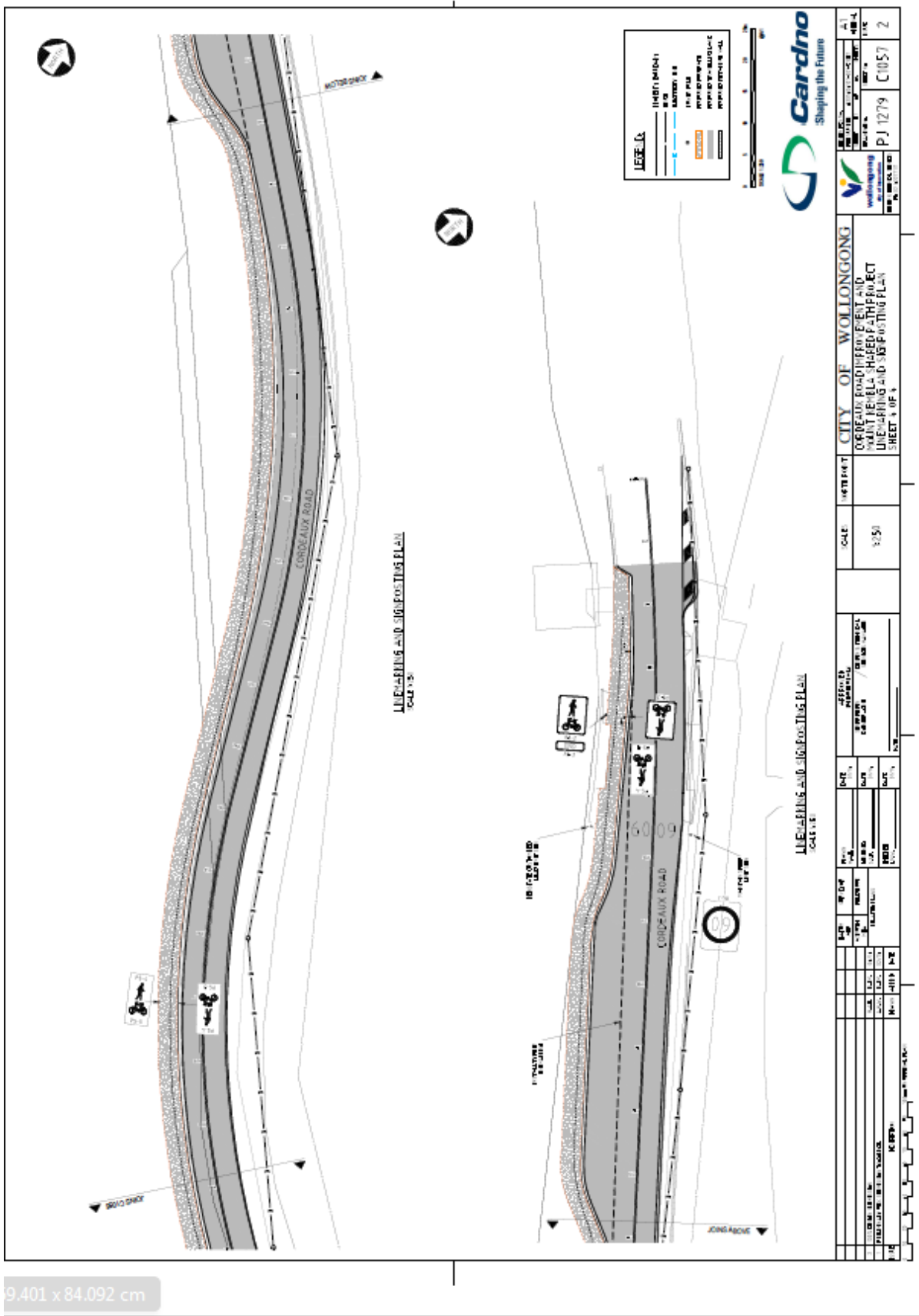


STANDARD CONDITIONS APPLYING TO SPECIAL EVENTS AND
WORK-RELATED ACTIVITIES WITHIN COUNCIL ROAD RESERVES

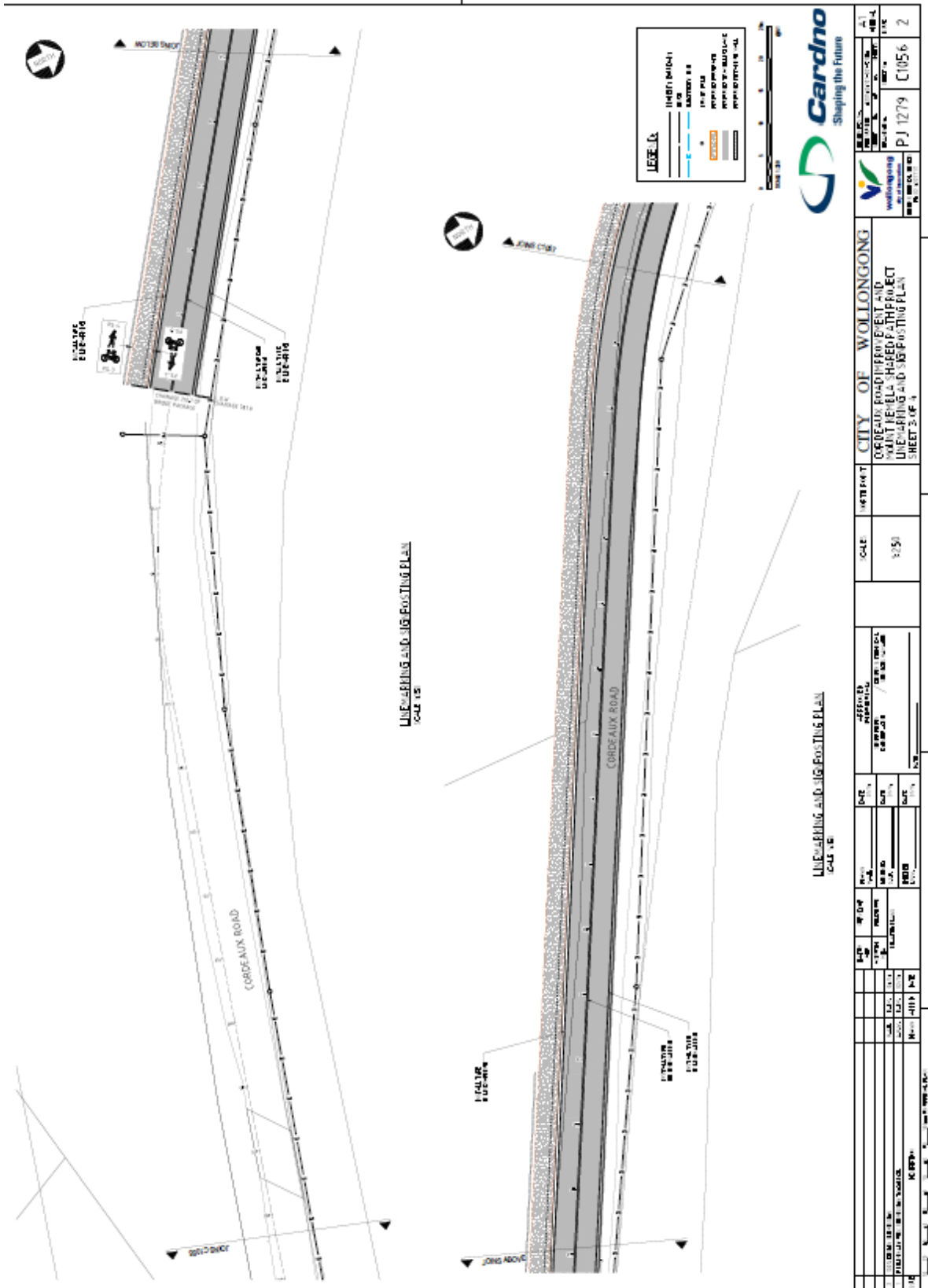
A road closure, following approval by the Traffic Committee, is subject to the following additional Council conditions:

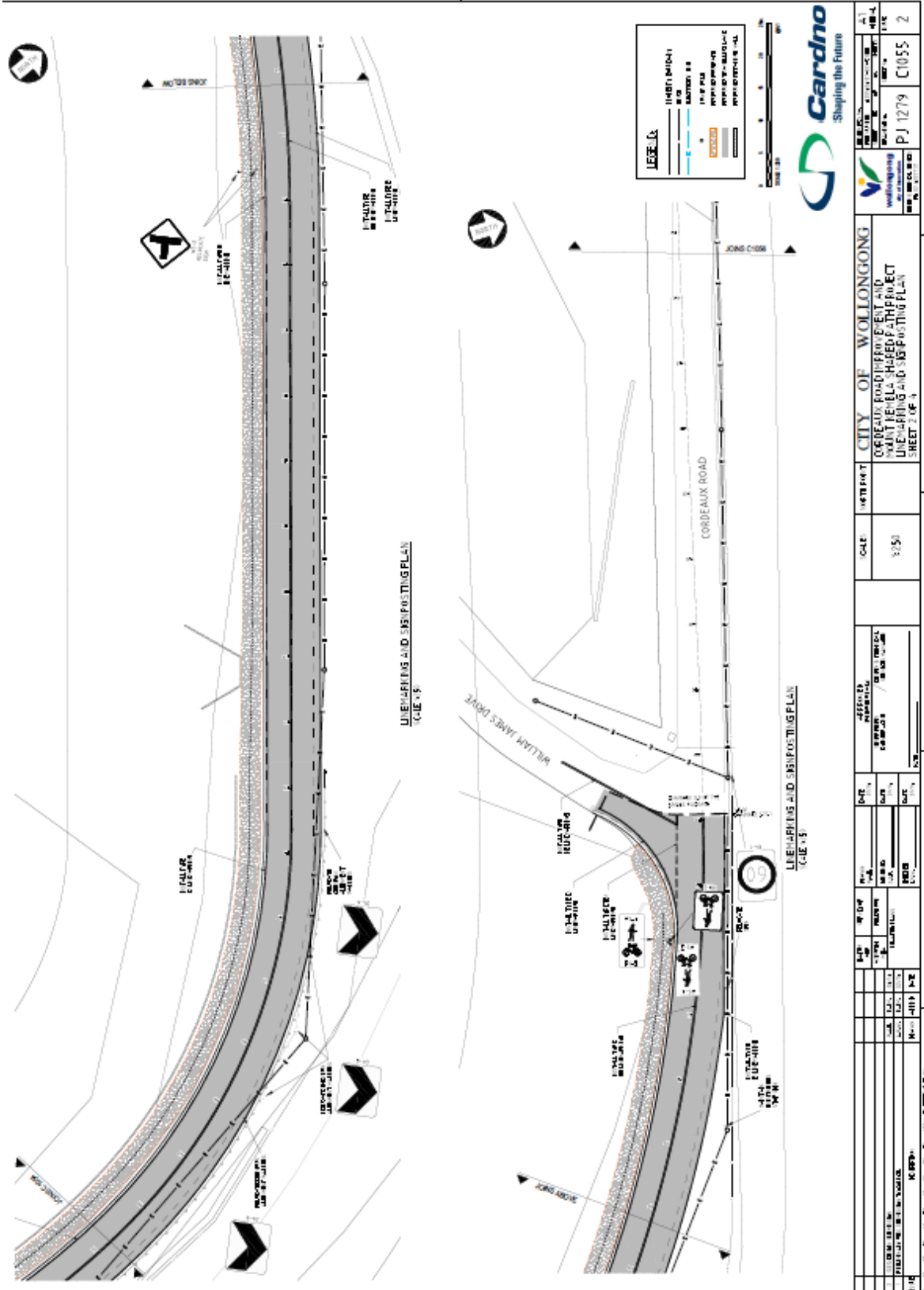
1. The applicant must apply to for a section 138 permit to occupy the road reserve. The application must include: A copy of these conditions signed as accepted
 - a. A copy of a letter from the Traffic Committee authorising the closure
 - b. The TMP
 - c. The ROL (if required)
 - d. Police approval
 - e. Public liability insurance
2. The applicant must obtain written approval from the NSW Police Service.
3. The applicant must obtain an ROL (Road Occupancy Licence) from the Roads & Maritime Services if the closure is on a classified road or within 100m of any traffic control signals.
4. The applicant must advise all affected residents and business owners within the closure area of the closure dates and time in writing, seven days prior to the intended date of works.
5. The applicant must advise the Emergency Services (Ambulance, Fire Brigade, 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.

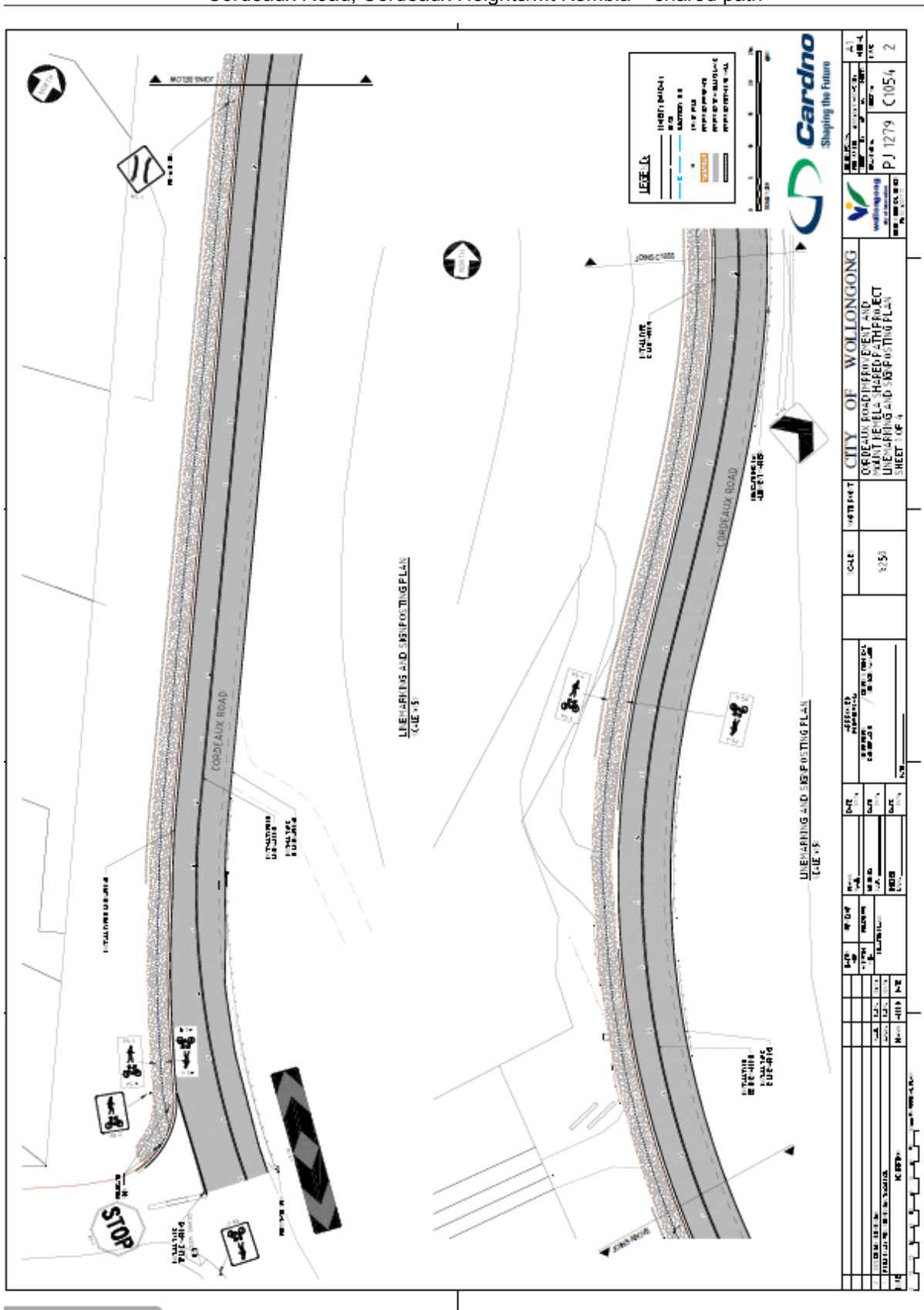




9.401 x 84.092 cm

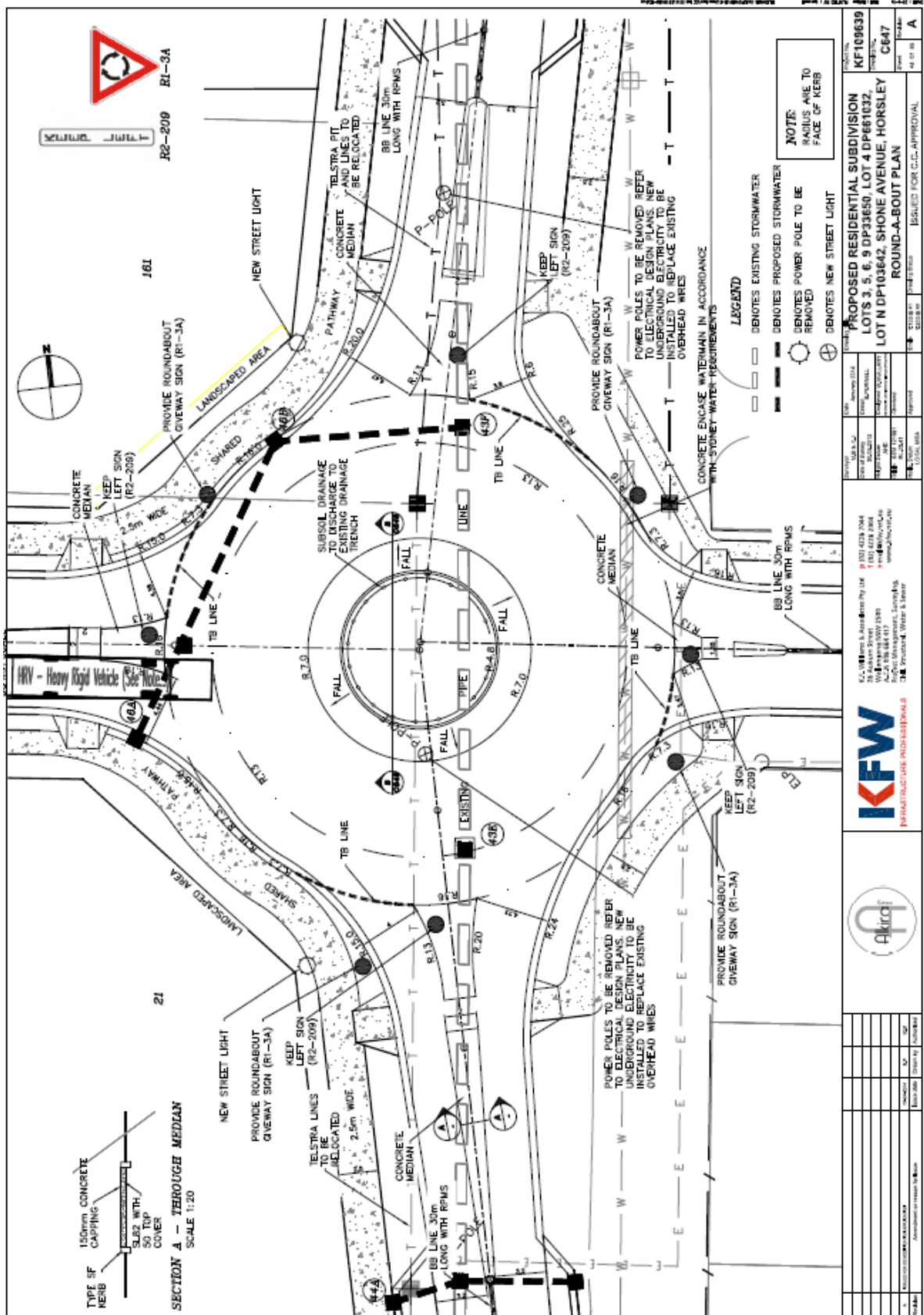




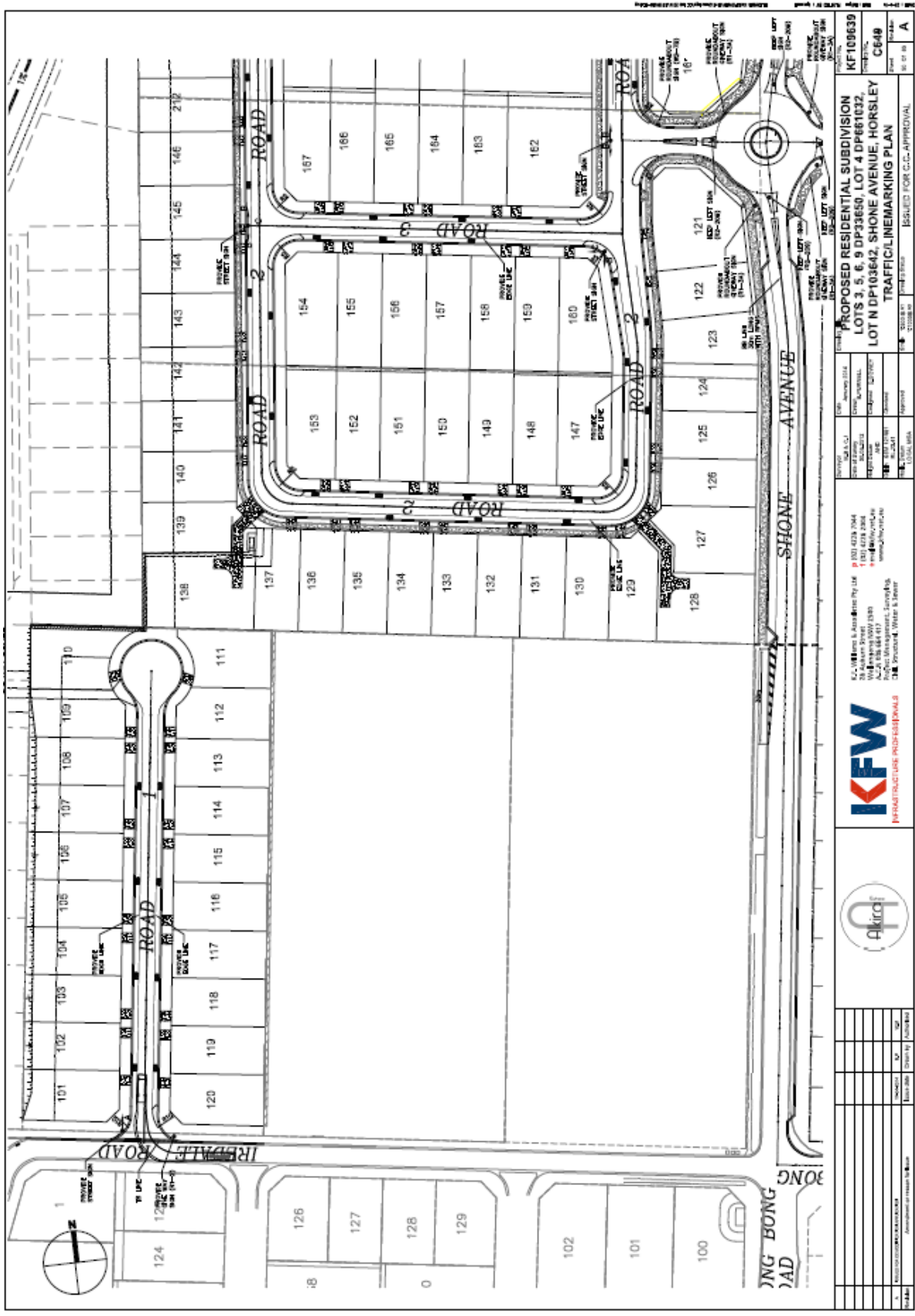




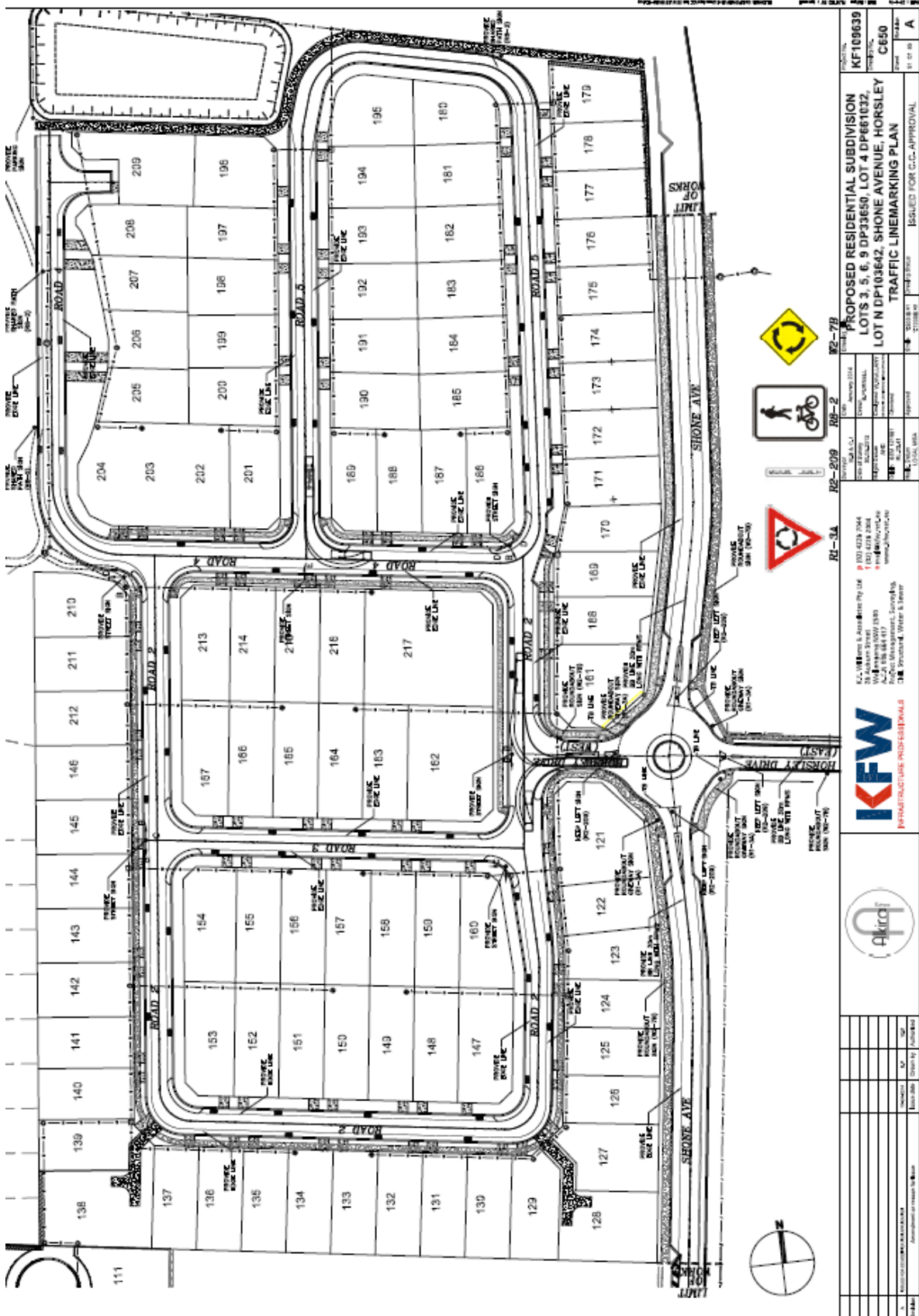
Shone Avenue, Horsley – signage and linemarking plan



Shone Avenue, Horsley – signage and linemarking plan



Shone Avenue, Horsley – signage and linemarking plan



<p>PROPOSED RESIDENTIAL SUBDIVISION LOTS 3, 5, 6, 9 DP33650, LOT 4 DP661032, LOT N DP103642, SHONE AVENUE, HORSLEY TRAFFIC LINEMARKING PLAN</p>		<p>PROJECT NO: KF109639 DATE: 15/05/2014</p>
<p>CLIENT: KFC (Kings & Associates Pty Ltd) 20 BARRACK STREET SYDNEY NSW 1513 PROJECT MANAGER: LINDSEY BAYNE 130 953 8817</p>	<p>DESIGNER: KFC 20 BARRACK STREET SYDNEY NSW 1513 PROJECT MANAGER: LINDSEY BAYNE 130 953 8817</p>	<p>DATE: 15/05/2014 DRAWN BY: [Name] CHECKED BY: [Name] APPROVED BY: [Name]</p>
<p>SCALE: 1:1000 SHEET NO: 1 OF 1</p>	<p>ISSUED FOR: C.C. APPROVAL</p>	<p>PROJECT NO: KF109639 DATE: 15/05/2014</p>

Flinders and Keira Streets – Bus Priority and Traffic Signals at Victoria Street

