



KIAMA LOCAL TRAFFIC COMMITTEE MEETING

To be held at 9.00am on

Tuesday 1 October 2024

Council Chambers, 11 Manning Street, KIAMA NSW 2533

Order of Business

- 1 Apologies
- 2 Acknowledgement of Traditional owners
- 3 Confirmation of Minutes of Previous Meeting
- 4 Business Arising From The Minutes
- 5 Report of RMS delegated formal items
- 6 General Business
- 7 Closure

Members

Mr Andy Gaudiosi
Senior Constable Craig Gray
Mr Darrell Clingan



24 September 2024

To the Chairman, Councillors and Committee Members:

NOTICE OF KIAMA LOCAL TRAFFIC COMMITTEE MEETING

You are respectfully requested to attend an **Kiama Local Traffic Committee Meeting** of the Council of Kiama, to be held in the **Council Chambers, 11 Manning Street, KIAMA NSW 2533** on **Tuesday 1 October 2024** commencing at **9.00am** for the consideration of the undermentioned business.

Yours faithfully

Michael Malone

Director Infrastructure and Liveability

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**AGENDA FOR THE
KIAMA LOCAL TRAFFIC COMMITTEE MEETING
OF KIAMA MUNICIPAL COUNCIL HELD ON
TUESDAY 1 OCTOBER 2024**

1 APOLOGIES

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

“I would like to acknowledge the traditional owners of the land on which we meet, the Wadi Wadi people of the Dharawal nation, and pay my respect to Elders past and present.”

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

3.1 Kiama Local Traffic Committee meeting on Tuesday 2 July 2024

Attachments

- 1 Minutes - Kiama Local Traffic Committee meeting - 02 07 2024

Enclosures

Nil

RECOMMENDED

That the Minutes of the Kiama Local Traffic Committee meeting held on 2 July 2024 be received and accepted.



MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE MEETING

commencing at 9.04am on

TUESDAY 2 JULY 2024

Council Chambers, 11 Manning Street, KIAMA NSW 2533

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE

2 JULY 2024

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE

HELD IN THE COUNCIL CHAMBERS, KIAMA

ON TUESDAY 2 JULY 2024 AT 9.00AM

PRESENT: Lindsay Dunstan (Chair - Resilience Engineer), Stuart Larkins (Councillor Representative), Andy Gaudiosi (Transport for NSW Representative), Darrell Clingan (Local Member's Representative), Seren McKenzie (Manager Engineering and Technical), Janelle Burns (Kiama Council Road Safety Officer), Chris Balzarano (Council Ranger) and Alyson Hodgekiss (Minutes)

1 APOLOGIES

Michael Malone (Director Infrastructure and Liveability), Jaime Gooch (NSW Police Representative)

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chair declared the meeting open and acknowledged the traditional owners:

"On behalf of those present, I would like to show my respect and acknowledge the traditional owners of the Land, of Elders past and present, on which this meeting takes place, and extend that respect to other Aboriginal and Torres Strait Islander people present."

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

3.1 Kiama Local Traffic Committee Meeting on 4 June 2024

[24/024LTC](#)

Resolved that the Minutes of the Kiama Local Traffic Committee meeting held on 4 June 2024 be received and accepted.

(Councillor Stuart Larkins and Member Andy Gaudiosi)

4 BUSINESS ARISING FROM THE MINUTES

DC asked for an update on item 6.1, the Fern Street pedestrian crossing. JB advised that the crossing is being re-line marked this week (weather permitting), a request has been put through to trim any vegetation at the site, and that Council are organising for an independent auditor to complete a road safety audit on the crossing. DC asked if the police report from the latest incident had been received, LD advised that Council do not receive police reports, however if police have any recommendations they will provide them to Council.

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE

2 JULY 2024

5 REPORT OF RMS DELEGATED FORMAL ITEMS

**5.1 Implementation of timed No Parking restrictions for waste collection -
47 Thomson Street, Kiama**

24/025LTC

Resolved that the Committee endorse the implementation of 'No Parking'
restrictions on the angled parking bay on Thomson Street, Kiama, to be timed 6pm
Sundays to 12pm Mondays, as set out on the attached plan.

(Member Andy Gaudiosi and Councillor Stuart Larkins)

6 GENERAL BUSINESS

The Committee acknowledged Andy Gaudiosi for being the TfNSW representative for
the Kiama Local Traffic Committee over a number of years, and thanked him for his
advice and all of the road safety projects that have been achieved whilst he has been
on the Committee. The Committee wished Andy all the best for the future.

7 CLOSURE

There being no further business the meeting closed at 9.22am

These Minutes were confirmed at the Ordinary Meeting of Council held on 6 August
2024

4 BUSINESS ARISING FROM THE MINUTES

5 REPORT OF RMS DELEGATED FORMAL ITEMS

5.1 Installation of a give way sign on Cedar Ridge Road and Bland Street, Kiama

CSP Objective: Outcome 4.3: Our built environment is safe and inclusive; our infrastructure is well planned and well managed.

CSP Strategy: 4.3.2 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport.

Delivery Program: 4.3.2.2 Implement road safety and traffic management programs and responsibilities

Summary

Following a number of near miss incidents and a crash a member of the public requested Council review the intersection of Cedar Ridge Road and Bland Street, Kiama to identify possible improvements to road safety. The installation of the give way sign and lines has been identified to assist road users in safely turning from Bland Street into Cedar Ridge Road.

Financial implication

Within current Council budget allocation for 2024/25 financial year.

Risk implication

Implementing the actions reduces the risk of motorists turning through the corner on the wrong side of the road and increases safety at the location.

Policy

Nil

Consultation (internal)

Road Safety Officer

Manager Engineering and Technical Services

Communication/Community engagement

Member of public reporting the issue.

Attachments

Nil

Enclosures

Nil

Report of RMS delegated formal items

- 5.1 Installation of a give way sign on Cedar Ridge Road and Bland Street, Kiama (cont)

RECOMMENDATION

That the Kiama Local Traffic Committee supports the implementation of the give way signage and line marking improvements on Cedar Ridge Road at the intersection with Bland Street, Kiama.

Item 5.1

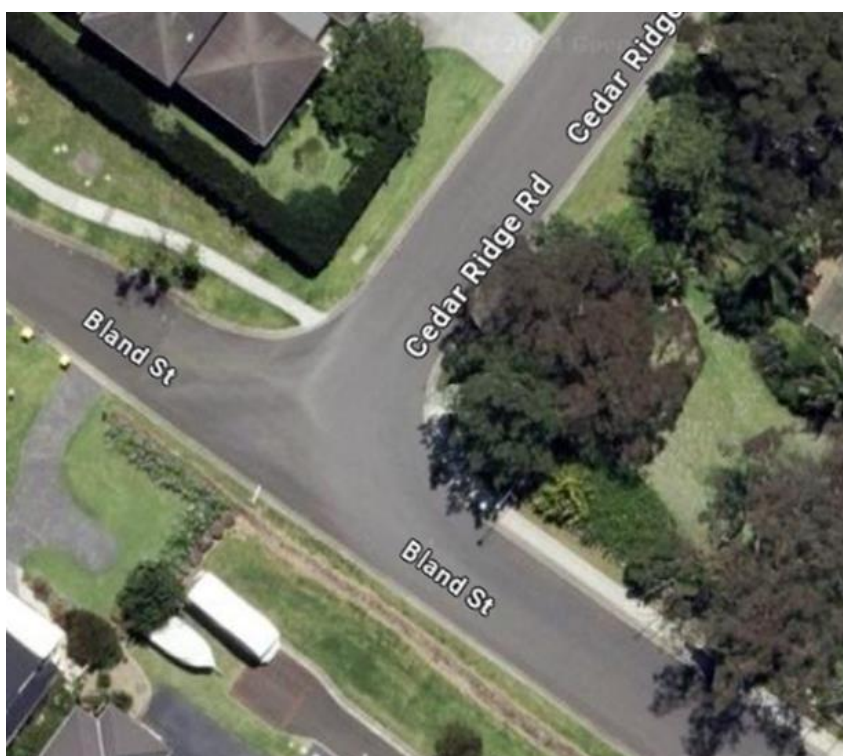
Background

Cedar Ridge Road is a no through road that services approximately 120 houses in Kiama. The road meets Bland Street at a T intersection, with Cedar Ridge Road on an uphill incline on the approach to the intersection. There is a stone wall on the corner of the intersection and significant vegetation up to the boundary of the corner property. All of these factors contribute to less sight distance into Cedar Ridge Road for vehicles travelling in a north west direction on Bland Street and turning right into Cedar Ridge Road.

Report

A resident of the area has witnessed a number of near miss incidents at the intersection where cars turning right into Cedar Ridge Road traverse on the wrong side of the road during the turn, 'cutting the corner'. The resident has also reported they are aware of at least one crash at the location.

In reviewing the location, it has been determined that both Cedar Ridge Road and Bland Street are too narrow to install a centre island. Give way linemarking on Cedar Ridge Road including a double white centre line will assist drivers turning into the road from Bland Street to correctly turn without crossing into the wrong lane.



5.2 Signage and line marking improvements for pedestrian crossing on Fern Street, Gerringong

CSP Objective: Outcome 4.3: Our built environment is safe and inclusive; our infrastructure is well planned and well managed.

CSP Strategy: 4.3.2 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport.

Delivery Program: 4.3.2.2 Implement road safety and traffic management programs and responsibilities

Item 5.2

Summary

Council recently engaged a consultant to undertake a road safety audit of the Fern Street pedestrian crossing in Gerringong following an incident where a pedestrian was hit by a car while using the crossing. The audit recommended a number of actions for enhanced safety including short term improvements for line marking and signage.

Financial implication

Within current Council budget allocation for 2024/25 financial year.

Risk implication

Implementing the actions reduces the risk of motorists not being aware of the pedestrian crossing and increases pedestrian safety at the location.

Policy

Nil

Consultation (internal)

Road Safety Officer

Manager Engineering and Technical Services

Communication/Community engagement

Independent Road Safety Auditor

Attachments

- 1 Pedestrian crossing signage upgrade - Fern Street Gerringong

Enclosures

Nil

RECOMMENDATION

That the Kiama Local Traffic Committee supports the implementation of the signage and line marking improvements at the pedestrian crossing in Fern Street, Gerringong, as shown in the plan attached to the report.

Report of RMS delegated formal items

5.2 Signage and line marking improvements for pedestrian crossing on Fern Street, Gerringong (cont)

Background

The pedestrian crossing in Fern Street is located at the crest of the hill in the main thoroughfare of Gerringong. The existing streetscaping of this area was planned and constructed in the late 1990's/early 2000's, with the pedestrian crossing having little change since this time.

Report

Following an incident at the Fern Street crossing where a member of the public was struck by a car while using the crossing, a Road Safety Auditor was engaged to assist with suggested improvements to the crossing to increase safety for users.

The crossing is located in the main activity area of Gerringong and is intended to allow pedestrians to safely cross Fern Street to access the variety of shops and attractions in the street. This results in the area having a high level of activity for motorists travelling through, with potential distractions including various angle parking bays, shops, garden beds and trees and pedestrians crossing both at the crossing and in other areas of the street.

The crossing is on the crest of the hill resulting in pedestrians having good sight distance in both directions, however drivers may not be able to see pedestrians until they are closer to the crossing. The vehicular approach has been designed to have a slight bend in the road on approach resulting in pedestrians being more difficult to see from a distance.

The road safety audit recommends a number of line marking and signage improvements to increase driver awareness of the pedestrian crossing. The road surface colour and texture changes on both sides of the pedestrian crossing however the centre line marking and edge marking do not extend through the coloured pavement to the crossing. No standing on the coloured approaches is not clear as the existing signage is difficult to see. It is proposed the double centre lines are extended to the crossing, new No Standing signs are installed on the lane edge and yellow lines are painted on the edges of the coloured pavement.

Relocated pedestrian signage is also proposed as per the current Australian Standard. The signs will be replaced as required to ensure they are reflective for night driving. The proposed line marking and signage changes are shown in the attached plan.

The crossing will be continued to be monitored following the improvements (if approved) to determine effectiveness of the changes and if further enhancements are required for the safety of pedestrians and drivers.

2024-



R3-1 SIGN (PEDESTRIAN CROSSING) FOR S2 & S4 POSITION



R5-400(R) SIGN (NO STOPPING) FOR S1 & S3 POSITION



R5-400 (L) SIGN (NO STOPPING) FOR S5 POSITION

SIGNAGE SCHEDULE

CODE	QTY
R3-1	2
R5-400 (L)	1
R5-400 (R)	2

NOTES:

- REGULATORY SIGNAGE TO BE INSTALLED IN POSITIONS AS SHOWN.
- ALL SIGNS SHALL BE IN ACCORDANCE WITH THE AS1742.1.

REGISTER OF INSTALLATION OF REGULATORY SIGNS

REGISTER NUMBER 2024-	PEDESTRIAN CROSSING SIGNAGE FERN STREET GERRINGONG	
SCALES PLAN NTS SECTIONS DESIGNED SSA DRAWN SSA DATE SEP-24 CHECKED AD		
		SHEET 1 OF 1
		FILE:J:\ENGINEERING SERVICES\TRAFFIC

Item 5.2

Attachment 1

5.3 Provision of the extension of the 'No Stopping' zone in Merrick Circuit, Kiama

CSP Objective: Outcome 4.3: Our built environment is safe and inclusive; our infrastructure is well planned and well managed.

CSP Strategy: 4.3.2 Actively plan how we travel and create safe travel routes whether we are walking, cycling, driving or accessing public transport.

Delivery Program: 4.3.2.3 Implement the requirements of the Roads Transport Act, Impounding Act, Crown Lands Act and Road Rules

Summary

Improved road safety can be achieved through implementing an extension to the existing 'No Stopping' zone in Merrick Circuit, Kiama with the relocation of regulatory signage and additional line marking.

Financial implication

Nil

Risk implication

Nil

Policy

Nil

Consultation (internal)

Director Infrastructure & Liveability

Road Safety Officer

Communication/Community engagement

Community member

Attachments

1 Plan 2024 -10 Merrick Circuit Kiama

Enclosures

Nil

RECOMMENDATION

That the Kiama Local Traffic Committee supports the implementation of an extension to the existing 'No Stopping' zone in Merrick Circuit, Kiama, through the relocation of regulatory signage and additional linemarking, as shown in the plan attached to this report.

Report of RMS delegated formal items

5.3 Provision of the extension of the 'No Stopping' zone in Merrick Circuit, Kiama (cont)

Item 5.3

Background

Concerns have been raised from a resident in relation to sight distance being impaired when vehicles are parked on a speed cushion in Merrick Circuit, Kiama. These vehicles are parked within the existing parking area adjacent to the end of the No Stopping zone.

It has been reported that when a vehicle is parked at this location it is causing vehicles traveling north in Merrick Circuit to be forced over the centre of the road to overtake which is a potential safety risk for a head on collision on a blind corner.

Report

In reviewing the Austroads Guide to Road Design, it is apparent the existing No Stopping zone may be inadequate when a vehicle is parked on the speed cushion.

If a vehicle travelling north is required to pass the parked vehicle the safe stopping sight distance is too short when a vehicle is approaching from the opposite direction around the corner. In addition to this, vehicles coming around the corner travelling south are likely to be closer to the centreline on the road, therefore reducing the available passing width of a car parked on the speed cushion (shown below).



It is proposed that the existing 'No Stopping' zone in Merrick Circuit Kiama be extended to the south of the Merrick Circuit intersection as shown in the attached plan. The relocation of the sign and additional line marking supports a safer systems approach with the aim to improve road safety at this location, as well as complying with the Austroads Guide to Road Design.

2024-10



R5-400(R)





S1

SIGNAGE SCHEDULE

CODE	QTY
R5-400 (R)	1

NOTES:

1. REGULATORY SIGNAGE & LINEMARKING TO BE INSTALLED IN POSITIONS AS SHOWN.
 2. RE-USE EXISTING NO STOPPING SIGN IF POSSIBLE.
 3. INSTALL NEW UNBROKEN YELLOW LINE FROM SPEED CUSHION TO THE NEW SIGN POST POSITION. (APPROX. 42M LONG YELLOW LINE)
 4. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE AS1742.1.
-  EXISTING SIGNPOST
 NEW SIGNPOST

REGISTER OF INSTALLATION OF REGULATORY SIGNS

REGISTER NUMBER
2024-10

SCALES
PLAN NTS
SECTIONS

DESIGNED SAAD
DRAWN SAAD
DATE SEP-24
CHECKED AD

R5-400 (R) NO STOPPING
MERRICK CCT, KIAMA, NSW



SHEET 1 OF 1

FILE:J:\ENGINEERING SERVICES\TRAFFIC

6 GENERAL BUSINESS

7 CLOSURE