



Agenda and Business Paper

Traffic Committee

To be held on
Thursday 11 April 2024
at 9:00 AM

Civic Centre cnr Baylis and Morrow Streets,
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TRAFFIC COMMITTEE AGENDA AND BUSINESS PAPER

THURSDAY 11 APRIL 2024

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ACKNOWLEDGEMENT OF COUNTRY

Wagga Wagga City Council acknowledges the traditional custodians of the land, the Wiradjuri people, and pays respect to Elders past, present and future and extends our respect to all First Nations Peoples in Wagga Wagga.

We recognise and respect their cultural heritage, beliefs and continuing connection with the land and rivers. We also recognise the resilience, strength and pride of the Wiradjuri and First Nations communities

APOLOGIES



CONFIRMATION OF MINUTES

CM-1 CONFIRMATION OF MINUTES - 8 FEBRUARY 2024 LOCAL TRAFFIC COMMITTEE MEETING

Officer Recommendation

That the Minutes of the proceedings of the Local Traffic Committee Meeting held on the 8 February 2024 be confirmed as a true and accurate record.

Attachments

1   Local Traffic Committee - Minutes - 8 February 2024 14

DECLARATIONS OF INTEREST

REPORTS

RP-1 PROPOSED NO PARKING ZONE - ALLAWAH LANE, WAGGA WAGGA

Author: Warren Faulkner

Officer Recommendation

That the Local Traffic Committee endorse the installation of 34 metres of NO PARKING zone, using standard R5-40 series signs, on both sides of Allawah Lane near the intersection with Edward Street north to the northern boundaries of 217 and 219 Edward Street, Wagga Wagga.

Report

Allawah Lane runs between Edward Street and Tennison Lane (the rear of the South Wagga Tennis Club) in central Wagga Wagga and services the rear of residential buildings that front Edward Street, Murray Street, and Oates Avenue.

An outcome of the removal of On-Street parking on Edward Street and the installation of No Stopping Zones associated with the Edward and Murray Street intersection upgrade is that motorists from nearby residences and businesses are parking in the southern end of Allawah Lane adjacent to 217 and 219 Edward Street as shown following.



Allawah Lane is narrow, being only 5.5 metres in width. With parking occurring on the lane as shown, 2-way movement along the lane is now restricted and exit from and entry to the lane from Edwards Street is difficult and at times unsafe. This occurs on a regular (daily) basis.

Additionally, with wider vehicles parking in the lane and waste disposal pick up also occurring, the lane is further obstructed, decreasing access to users of the lane and residents attempting to access their driveways to and from their properties. There are no parking controls in the lane at the present time to restrict this practice.

Council Officers have received complaints about vehicles that are parked in the lane for lengthy periods, in some cases longer than 24 hours, preventing access to properties and obstructing other drivers causing safety issues.

It is proposed to install NO PARKING zone as shown following.



The use of NO PARKING controls will permit the pickup and drop-off of passengers while preventing drivers from parking vehicles in this portion of the lane for extended periods.

Risk Management Issues for Council

There are no risk management issues for Council associated with this report.

Internal / External Consultation

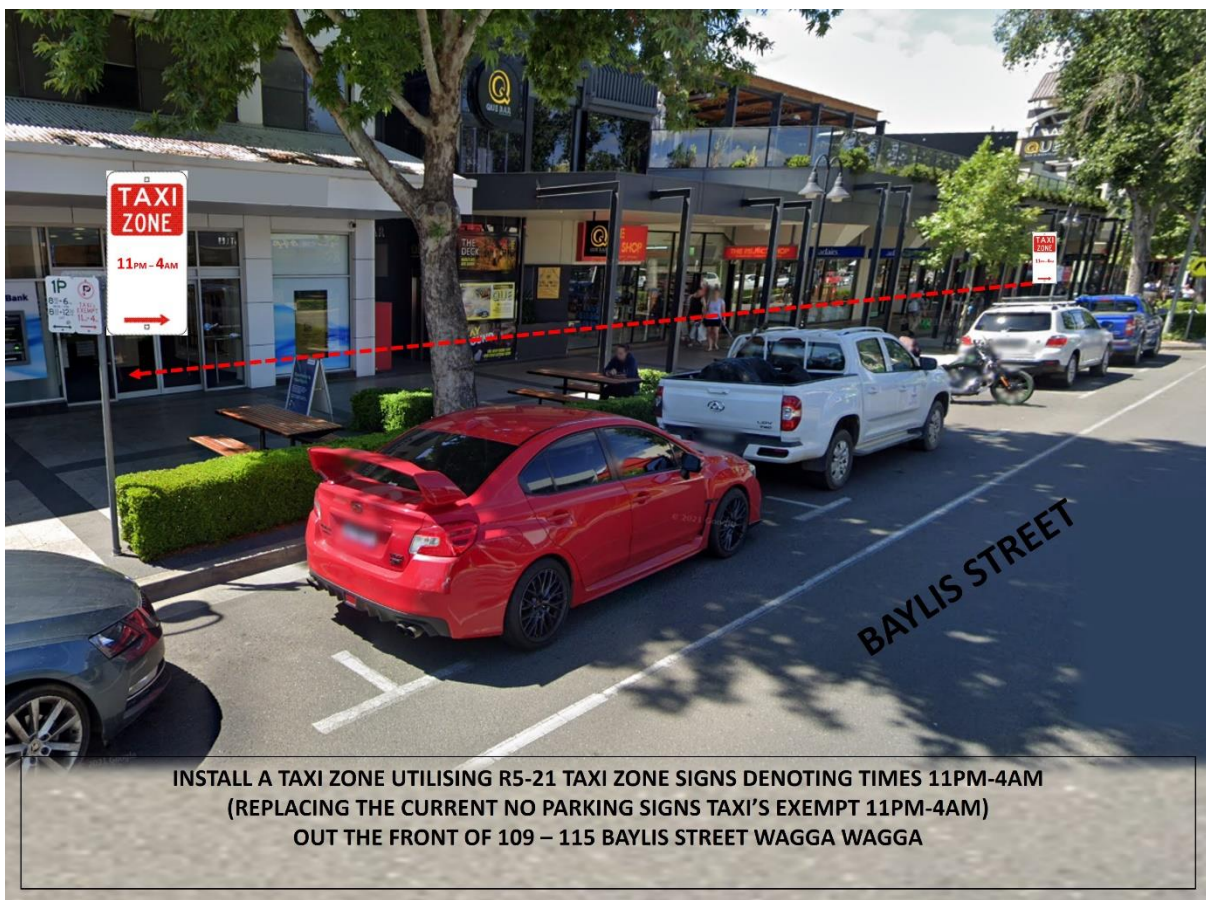
External Consultation has occurred with the owners of 217 and 219 Edward Street. No internal consultation has occurred with respect to this report.

RP-2 TAXI ZONE - 109-115 BAYLIS STREET, WAGGA WAGGA**Author:** Warren Faulkner**Officer Recommendation**

That the Local Traffic Committee endorse the installation of a Taxi Zone utilising R5-21 Taxi Zone Signs denoting times 11pm – 4am (replacing the current No Parking signs Taxi's Exempt 11pm – 4am) out the front of 109 – 115 Baylis Street Wagga Wagga.

Officer Report

The Operations Manager at Wagga Taxis and Transport for NSW has requested to have the NO PARKING (Taxis Exempt 11pm – 4am) signs out the front of 109 – 115 Baylis Street changed to Taxi Zone signs with times 11pm–4am as shown following.



This area located on the eastern side of Baylis Street utilising the 4 marked car spaces prior to the mid-block pedestrian crossing near the Market Place and is currently sign posted as 'No Parking Taxi's Exempt 11pm–4am'.

The Operations Manager advises of misuse of the current No Parking Taxi exemption zone by other motorists including private carshare contractors such as Uber who are illegally parking in the zone and impacting on patrons exiting from the nearby licenced premises and eateries trying to use taxis.

The Operations Manager also stated that he had spoken with the Point-to-Point team from Transport for NSW who had advised him of NSW Taxi compliance when picking up and dropping off passengers and that the permanency of a Taxi Zone with times 11pm-4am would be of benefit to the community, improving the safety when using taxis.

The current use of the car spaces for 1 hour parking 8:30am – 6pm Monday to Friday and 8:30am – 12:30pm on Saturdays will be retained.

Risk Management Issues for Council

There are no risk management issues for Council associated with this report.

Internal / External Consultation

Other than correspondence with and from Wagga Taxi's and Transport for NSW, no other internal or external consultation has occurred.

RP-3 PROPOSED LINE MARKING - BARTON AVE/HARGRAVE AVE/HUDSON DRIVE ROUNDABOUT, LLOYD**Author:** Warren Faulkner**Officer Recommendation**

That the Local Traffic Committee endorse the installation of white line marking at the Barton Avenue/Hargrave Avenue/Hudson Drive roundabout, Lloyd as per Council Plan Registration C2208 Sheet 001 Issue 1 dated 21 March 2024.

Report

The roundabout at the intersection of Barton Avenue, Hargrave Avenue and Hudson Drive in Lloyd does not have any line marking present.

There are R1-3 ROUNDABOUT GIVEWAY signs on the four corners as well as R2-3 KEEP LEFT signs on all four splitter islands.

The attached plan proposes full line marking of these roundabouts in line with Austroads guidelines and the Transport for NSW R145 Pavement Marking Specification.

Risk Management Issues for Council

Improve safety of road facility through improved delineation.

Internal / External Consultation

Not Applicable

Attachments

1   Barton - Hargrave - Hudson - Linemarking

RP-4 PROPOSED LINE MARKING - BOURKE STREET BETWEEN URANA STREET & FERNLEIGH ROAD, TURVEY PARK**Author:** Warren Faulkner**Officer Recommendation**

That the Local Traffic Committee endorse the line marking for Bourke Street between Urana Street and Fernleigh Road, Turvey Park as per Council Plan Registration C2209 Sheet 001 Issue 1 dated 21 March 2024

Report

Except for the centreline line marking shown on the attached plan, the rest of the line marking reflects what existed on Bourke Street between Urana Street and Fernleigh Road prior to the recent rehabilitation of it.

The centre line of the road prior to its rehabilitation was an S1 broken centre line. It is proposed to change the centreline marking to a BL6 double two way barrier line 440mm apart. The proposed change will signal to the motorist that U-Turns and overtaking (unless within the lanes in either direction) is not permitted.

The attached plan proposes full line marking of Bourke Street between Urana Street and Fernleigh Road in line with the Transport for NSW R145 Pavement Marking Specification and is submitted for the endorsement of the Local Traffic Committee.

Risk Management Issues for Council

Improve safety of road facility through improved delineation.

Internal / External Consultation

N/A

Attachments

1   Bourke Street (Fernleigh - Urana) - Line Marking

RP-5 PROPOSED LINE MARKING - LAKE ALBERT ROAD BETWEEN KOORINGAL ROAD AND EASTLAKE DRIVE, LAKE ALBERT**Author:** Warren Faulkner**Officer Recommendation**

That the Local Traffic Committee endorse the line marking for Lake Albert Road between Kooringal Road and Eastlake Drive, Lake Albert as per Council Plan Registration C2210 Sheet 001 Issue 1 dated 21 March 2024

Report

Prior to the rehabilitation of Kooringal Road between Kooringal Road and Eastlake Drive in Lake Albert, the centreline line of the road was a continuous S1 broken centreline.

A DL1 Single Broken Dividing Line is proposed to be reinstated as the centre line of the road except at the intersections of Lakeside Drive and Eastlake Drive where approximately 90m of BL1 double one-way barrier line will be installed. The proposed change will signal to the motorist that U-Turns and overtaking in proximity to the intersections is not permitted.

The attached plan proposes full line marking of Lake Albert Road between Kooringal Road and Eastlake Drive in accordance with the Transport for NSW R145 Pavement Marking Specification and is submitted for the endorsement of the Local Traffic Committee

Risk Management Issues for Council

Improve safety of road facility through improved delineation.

Internal / External Consultation

N/A

Attachments

1   Lake Albert Road - Line Marking

QUESTIONS WITH NOTICE

