



MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE MEETING

commencing at 9.03am on

TUESDAY 7 SEPTEMBER 2021

Via Zoom

MINUTES OF THE KIAMA LOCAL TRAFFIC COMMITTEE

HELD VIA ZOOM

ON TUESDAY 7 SEPTEMBER 2021 AT 9.03AM

PRESENT: Councillor M Honey (Mayor) (Chairman), Justin Miles (Transport for NSW Representative) Donna Binns (Observer – Transport for NSW), Craig Gray (NSW Police Representative), Darrell Clingan (Local Member’s Representative), Mark Way (Councillor), Darren Brady (Manager Design and Development), Janelle Burns (Kiama Council Road Safety Officer), Chris Balzarano (Council Ranger), Jeremy Marten (Minnamurra Progress Association), and Alyson Hodgekiss (Minutes)

1 APOLOGIES

Mike Dowd (Director Engineering and Works)

2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Mayor 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 3 August 2021

21/035LTC

Resolved that the Minutes of the Kiama Local Traffic Committee Meeting held on 3 August 2021 be received and accepted.

(Member Darrell Clingan and Mayor Mark Honey)

4 BUSINESS ARISING FROM THE MINUTES

4.1 Traffic, Cyclist and Pedestrian Safety at the Federal Street & Charles Avenue intersection, Minnamurra

Jeremy Marten, President of the Minnamurra Progress Association, spoke about the report regarding the Federal Street and Charles Avenue Intersection, put up at the August Traffic Committee meeting. Jeremy advised that concerns were raised at the last Minnamurra Progress Association meeting, regarding the Charles Avenue and Federal Street intersection, particularly surrounding school children on their way to school around 9am, and on their way home from school around 3pm. JM advised

that MPA appreciate the proposed upgrade of the green strip and additional concrete kerb, however it focuses more on keeping northbound cyclists safe, it doesn't really take into consideration school kids crossing this intersection on their way to and from school. He also noted that there is no support for children walking to school, such as a pedestrian crossing or pedestrian crossing supervisor, and added that further education for school children would be beneficial, in regards to road safety. JM also advised that the area where the speed measurement device was placed was on the southern side of the intersection, was very close to the cross street at Carson Place, where a number of vehicles were already slowing down to exit or enter Carson Place. JM stated that the MPA have concerns that this may not be giving the full picture of the speed that vehicles travel at, through this intersection. JM also noted that there is more traffic now than there was, as there are more grocery and shopping deliveries due to Covid.

JM suggested an additional green strip on the southern side of the road, so that it is on both sides of the road. He also suggested a larger investigation into bike lanes on Federal Avenue and Riverside Drive, as there is no shoulder or lane for them to travel on. JM also suggested a roundabout at the intersection, as he feels it will further slow traffic.

MW added that he has experienced an issue turning right from Federal Street on to Charles Avenue, due to the short site distance. JM added that the roundabout would certainly assist with this.

DB explained that a roundabout may be feasible, however more investigations would need to be made to check the gradient of the Federal Street side of the intersection for potential bus rollover dangers. He also added that roundabouts can be inherently more dangerous for pedestrians as a crossing point, as they need to look in multiple directions for turning vehicles to find a clearing to cross the road. DB agreed that a roundabout could slow traffic down, but ideally it is better to have pedestrians away from a roundabout which would require a crossing arrangement similar to that proposed.

MW suggested a speed hump near the intersection, DB advised that it will likely generate noise complaints from adjacent residences similar to what recently occurred in Bong Bong Street.

MH put the idea forth to encourage pedestrians not to use the crossing at this intersection, but to cross the road at the school, and walk south along the eastern side of Charles Avenue. DB advised that the footpath doesn't extend all the way down to the school, it crosses back over to the western side. 500 metres of new footpath would need to be constructed along the eastern side of the road, which would need to be included in the budget for future financial years.

DB advised that the design proposed was to address the cyclist accident, which according to TfNSW data is the only recorded accident at this location in the past 10 years. Although concerns are now extending to vehicle speeds and potential dangers to children crossing the intersection, the proposed works should be considered part of an incremental process and that Council can investigate other additional treatments at this intersection for future works.

21/036LTC

Resolved

To proceed with the current treatments in the original recommendation, and look at future treatments for continuous safety improvements.

(Mayor Mark Honey and Member Darrell Clingan)

5 REPORT OF RMS DELEGATED FORMAL ITEMS

5.1 Taylor and Bonaira Streets Intersection – Installation of a regulatory “Stop” sign and regulatory Stop line marking.

21/037LTC

Resolved that the Committee approve a regulatory “Stop” sign and line marking be installed at the intersection of Taylor and Bonaira Streets, Kiama.

(Member Darrell Clingan and Member Justin Miles)

5.2 No Stopping zone – South End of Johnson Street – adjacent to Merindah Street, Kiama Downs

21/038LTC

Resolved that the Committee approve a ‘No Stopping’ zone to be created on the western side of Johnson Street, Kiama Downs, between Merindah Street and Johnson Lane with the installation of regulatory signage and line marking.

(Member Justin Miles and Member Darrell Clingan)

6 CLOSURE

There being no further business the meeting closed at 9.44am

These Minutes were confirmed at the Ordinary Meeting of Council held on 5 October 2021

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Mayor

Director Engineering & Works