

**TRAFFIC REPORT**  
**Kelton Lane, Thirroul**  
**28/04/04**

**HISTORY**

Kelton Lane is a short narrow laneway approximately 3.5 metres wide and 100 metres long, that provides a link between George Street and Lachlan Street, Thirroul. The laneway has been referred to the City of Wollongong Traffic Committee on numerous occasions.

14/8/96 Item 4 – Request for one-way traffic and concerns over sight distance at the George Street intersection.

*CWTC - No action be taken at this time and the area be kept under review, based on no accident history and adequate signposting.*

27/6/01 Item 4 - Request for one-way traffic due to increase in traffic through Pass Avenue to avoid traffic signals at Lawrence Hargrave Drive and George Street

*CWTC – Traffic counts be undertaken*

28/5/03 Item 12 – Request for one-way traffic and general safety concerns

*CWTC - A one-way movement in this laneway is possible however, it may have an adverse effect on surrounding streets. A Speed and Traffic count was conducted in May 2003. Within Kelton Lane the average daily traffic was 250 vehicles and the 85th percentile speed was 38 km/h.*

1/10/03 Item 7 – Heavy Vehicles

*CWTC – Install a 3 tonne load limit for Kelton Lane*

26/11/03 Item 6 – One-way traffic

*CWTC – Following an on-site meeting it was suggested that a resident petition local residents on the proposal and forward the results to the neighbourhood committee meeting for comment then have the results referred back to the CWTC.*

25/2/04 Item 2 – NC3 moved that the laneway be closed using removable bollards to allow for pedestrians and cyclists. The bollards are to be removed for emergency vehicles only.

*CWTC – The lane be closed at the midpoint to allow for adjoining property access. Emergency services be provided with keys to these bollards.*

**ISSUES**

A summary of the issues raised are as follows:

Vehicle noise at all hours of the day

Vehicle speeds;

Heavy vehicles;

Width of road way for two-way traffic;  
Property damage by vehicles giving way to each other;  
Rat-run to Pass Avenue then onto Bulli Pass;  
Heavily used by pedestrians and children;  
Limited sight distance at George Street end;  
Width of bridge (aprox. 3m)

**Figure 1. Kelton Lane, Thirroul**

The Traffic Committee recommendations from the meeting held 25 February 2004 were as follows:

***TRAFFIC COMMITTEE RECOMMENDATIONS:***

- a) *Kelton Lane be closed to through traffic at the mid point using removable bollards. This will allow for vehicular access to adjoining properties and allow for pedestrian/ bicycle through traffic only.*
- b) *Emergency services be provided with keys to these bollards*
- c) *Councils Traffic Section be requested to carry out necessary procedures for closing the road to through traffic.*

The operational performance of this section of road was obtained and noted below:

***Accident History***

Two reported accidents at the intersection of Kelton lane and George Street. Involved three cars, no injuries, vehicle turning right out of Kelton lane is hit on near side by through traffic.

Involved one vehicle running off the straight section of road into a parked vehicle or object

This is considered MODERATE for this type of road.

***Traffic Volumes***

The daily traffic volume on Kelton Lane is approximately 250 vpd. This is considered LOW.

***Traffic Speeds***

The 85% speed is 36 kph northbound and 40kph southbound. The current speed limit is 50 kph. This is considered ACCEPTABLE.

***Road Geometry***

**Northbound**

Vehicles attempting to turn left or right from Kelton Lane have POOR site distance. (*This sight distance are greatly reduced with parked vehicles*)

**Southbound**

The vertical alignment is downhill and the 85% speed in this direction. Left and right turns into Lachlan Street are considered GOOD.

**REPORT SUMMARY**

Kelton Lane is a very lowly trafficked road with an accident history. The sight distance requirements for northbound vehicles entering George Street is considered POOR. It is

acknowledged that the majority of users are local residents and are already aware of the existing bicycle and pedestrian users in the area.

One-way movement to the north has the disadvantage of POOR sight distance and an accident history at its intersection with George Street.

One-way movement to the south would be the preferred one-way direction.

Kelton lane has conflict between oncoming vehicles, an accident history, poor geometry and heavy usage by pedestrians and cyclists. Consequently, based on the issues raised the risk to the public with respect to road safety is undesirable.

The City of Wollongong Traffic Committee with the support of Neighbourhood Committee 3 has recommended the installation of removable bollards at the midpoint to allow for emergency vehicle movements and adjoining property access, pedestrian access and cyclist access.

**Mark Roebuck**  
**Traffic & Transport Engineer**

30/4/04