



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 8 MARCH 2022 AT 9:30AM

Traffic Committee

- The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.
- The Randwick Traffic Committee is a Committee of Randwick City Council but not one set up under the Local Government Act.
- Council has been delegated certain powers from Transport for NSW (TfNSW), 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.
- Recommendations in this document may either activate the formal delegation from Transport for NSW to the Council, or not activate this delegation. Items which activate the delegation are indicated with the initials (AD) below the heading.
- There are four permanent members of the Traffic Committee, *each of whom has a single vote only*.
- The members are: **the NSW Police Service, Transport for NSW, the Local State Member of Parliament** (for the location of the issue to be voted upon) and **Randwick City Council**.
- Randwick City Council welcomes the public to register to speak at its Traffic Committee on issues of concern.
- If the Local Member disagrees with any of the Traffic Committee recommendations, they may appeal to Transport for NSW or the Minister for Roads.
- If the Police or Transport for NSW disagrees with any of the Traffic Committee recommendations, or Council's resolution on any Traffic Committee recommendation, they may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the notification to the members of Council's decision on the recommendation.
- Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Acknowledgement of Country

Cr Michael Olive volunteered to acknowledge the lands upon which this meeting is being held:

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast. The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.

On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."

Participants:

Mr Tony Lehmann	Randwick City Council (Chairperson)
Ms Roslyn Bella	Transport for NSW (TfNSW)
Constable Hugh Pezzotti	Eastern Beaches Police
Ms Crystal Ram	Representative for the Member for Coogee
Cr Michael Olive	Councillor (East Ward) Traffic Committee Delegate
Cr Kathy Neilson	Councillor (North Ward)
Cr Philipa Veitch	Councillor (West Ward) (Item TC33/22)
Mr Van Le	Transport for NSW (TfNSW)
Ms Angela Greenlees	Transport for NSW (TfNSW)
Mr Bushara Gidiess	State Transit Authority
Ms Helen Fragakis	HealthNSW
Ms Lillian Azrag	UNSW
Mr Peter Penn	Resident
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident
Mr Ben Opit	Resident

Mr Duncan Scott, Mr Sri Sritharan, Ms Dilruba Akhter, Ms Despina Kalavas, Mr Alexander Lin, Mr Ali Yassine, Mr Jesse Grazotis, Mr MD Rahman, & Ms Jai Sue - RCC

Apologies

Apologies were received from:

- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Matters Arising from the Minutes OR from Council Resolutions

Nil.

Pecuniary Interests

Nil.

Traffic Committee Reports

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TC25/22 Traffic Committee Report - Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C) (F2020/00231)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.25	D04295265	Signage, Parking	Other	TL	Yes

At the Traffic Committee meeting held on 13 July 2021, it was recommended that there be a standing item reviewing the special parking arrangements instituted near to the Prince of Wales hospitals, due to the Covid-19 pandemic.

Given the current situation regarding the pandemic, it is considered that the existing special parking arrangements should be retained at this time.

Resourcing Strategy implications

The following recommendation has no impact upon Council's budget.

Recommendation

That:

1. the existing special parking arrangements near to the Prince of Wales Hospitals, for all staff of the Emergency Departments and the Intensive Care units, be retained; and
2. this matter be reviewed again at next month's Traffic Committee meeting.

TC26/22 Traffic Committee Report - Boundary Street, at St Thomas Street, Clovelly (C) (F2004/08338)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.26	D04309081	Road Safety	Intersection	JG	Yes

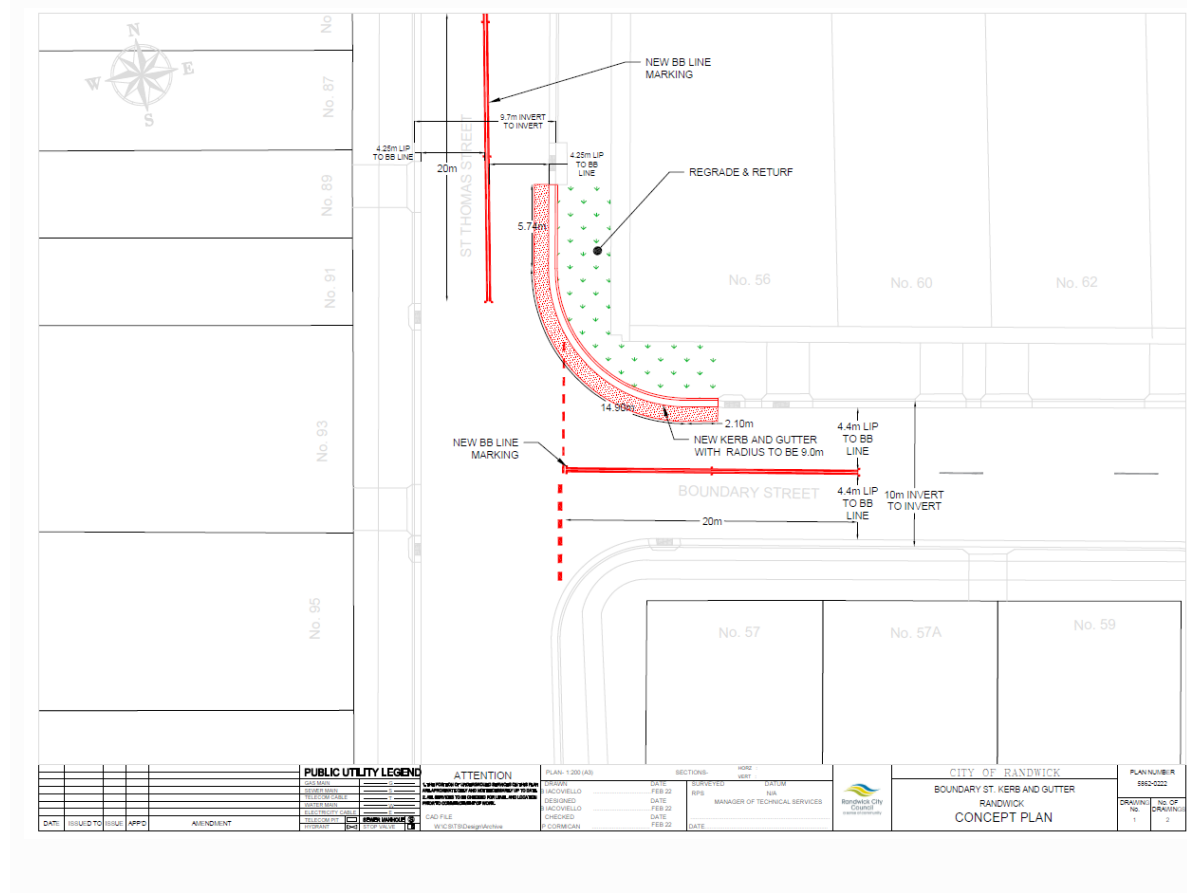
Local residents have expressed concerns that, because of the large kerb radius of the north side corner at the intersection of Boundary Street East and St Thomas Street, vehicles are turning left from St Thomas Street, into Boundary Street, at high speeds. The intersection layout reads as a wide 'bell-mouth' intersection significantly increasing the distance required for pedestrians to cross the road. The combination of high cornering speeds and lengthy exposure of pedestrians to moving vehicles, is a concern for some local residents.

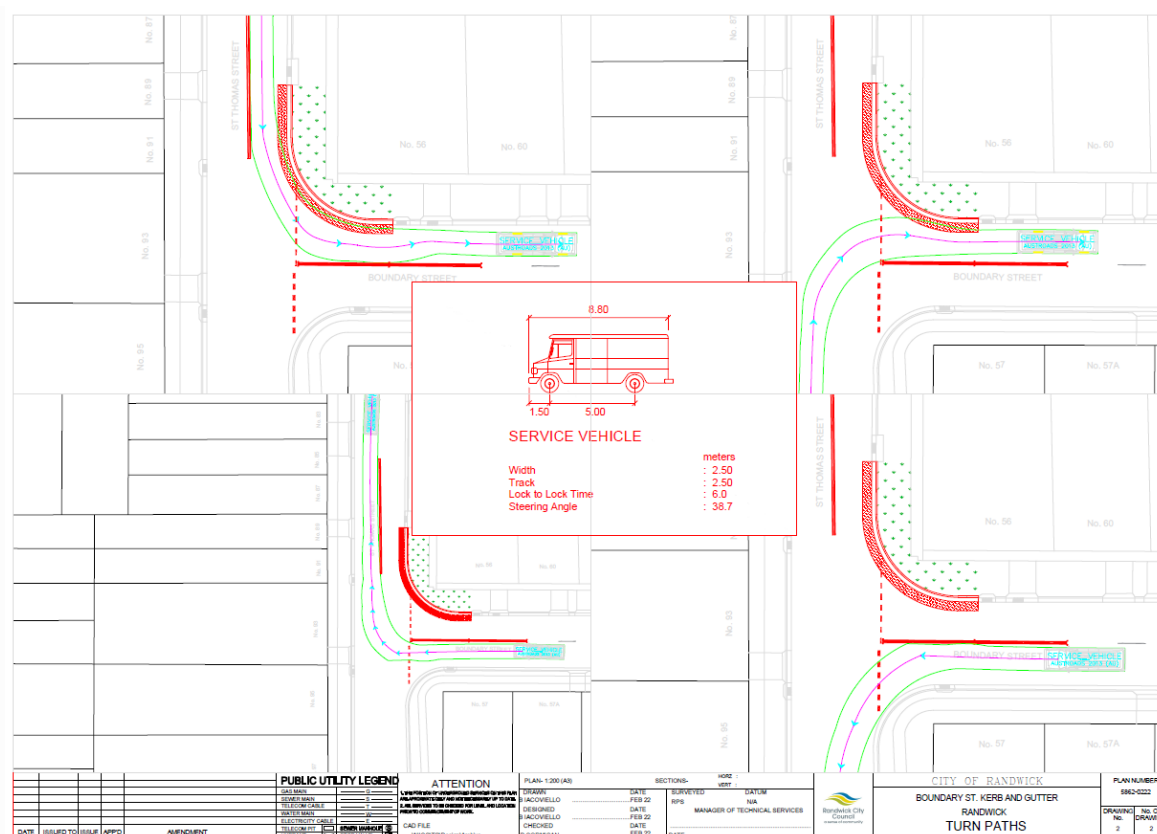
To address this, it is proposed to extend the kerb of the north-eastern corner. This would shorten the distance of the crossing and encourage drivers to slow as they enter Boundary Street, from St Thomas Street.

An early concept design of this can be seen below:



Detailed plans were tabled at the Traffic Committee meeting.





Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Pedestrian Safety Improvement Program' allocation.

Recommendation

That the proposed kerb line adjustment, at the Boundary Street / St Thomas Street intersection, Clovelly - as tabled at the Traffic Committee meeting - is endorsed for construction.

TC27/22 Traffic Committee Report - Chepstow Street, Randwick - The Emanuel School (C) (F2004/08338)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.27	D04404879	Signage, Parking	No Stopping	JG	Yes

In consideration of a development project occurring at the Emanuel School (20 Stanley Street, Randwick) concerns were raised by the Community Liaison Group that on-street parking along the eastern side of Chepstow Street is causing an unnecessary amount of congestion, particularly at the northern end of the street. This is having a flow-on affect and causing traffic to bank at the Chepstow Street/Stephen Street intersection resulting in an increased risk to pedestrians in the area during peak school pickup/drop-off periods.

To address these school peak hour concerns, it is proposed to install a No Stopping 7:30am-9:30am and 2:30pm-4:30pm, School Days zone on the eastern side of Chepstow Street, from the Peace Park driveway and the Kornmehl (pre-school) car park.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That a No Stopping 7:30am-9:30am and 2:30pm-4:30pm, School Days zone on the eastern side of Chepstow Street, from the Peace Park driveway and the Kornmehl (pre-school) car park, is approved for installation.

TC28/22 Traffic Committee Report - Dolphin Street, Coogee - Coogee Beach Club (C) (F2012/00032)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.28	D04488151	Signage Parking	No Parking	AL	Yes

At the March 2021 Traffic Committee meeting – TC32/21, it was proposed that for a six-month trial period:

1. an 18m 'No Parking, 9pm-12:30am, Thursday-Sunday' parking zone be installed on the northern side of Dolphin Street, opposite nos 76A and 78 Dolphin Street, Coogee; and
2. the existing 7m 'Loading Zone, 6am-12:30pm' on the northern side of Dolphin Street, opposite no. 76A Dolphin Street, Coogee, be extended to 18m.

The No Parking restriction above was recommended in order to minimise the issue of taxis / ride-share operators double parking in front of Coogee Beach Club (nos 51-61 Dolphin Street, Coogee) and disruptions caused to nearby residents during the evening. With the Loading Zone extension recommended concurrently to improve parking compliance arising from these changes.

Consequently, the installation of the restriction referred to above has been installed for at least six-month period, as such, this item is to report on the finding on the parking trial above.

Fortunately, since the installation of the parking trial, Council have not received complaints on the indirect disturbance caused by the taxis / ride-share operator during the evening nor complaints regarding parking infringement at this location.

However, most of the trial period would have taken place during the last year's lockdown period, when the hospitality sector's operations were significantly impacted by COVID-19 restrictions. It is difficult to determine whether this is due to the trial parking controls for the area or a general reduction in the venue's usage due to the various lockdowns and restrictions experienced as part of the ongoing pandemic.

As such, to better evaluate this strategy's efficacy, it is recommended that the 18m 'No Parking, 9pm-12:30am, Thursday-Sunday' trial could be extended for another six (6) months. However, it is considered that the 'Loading Zone, 6am-12:30pm' restriction be reverted to pre-trial length of 7m only (see diagram detailing this proposal attached).



Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That:

1. the 18m 'No Parking, 9pm-12:30am, Thursday-Sunday' parking restriction trial installed on the northern side of Dolphin Street, opposite nos 76A and 78 Dolphin Street, Coogee, be extended for another six (6) month period; and
2. the extended 18m 'Loading Zone, 6am-12:30pm' parking restriction trial installed on the northern side of Dolphin Street, opposite nos 76A and 78 Dolphin Street, Coogee be reverted to a pre-trial length of 7m only.

TC29/22 Traffic Committee Report - Market Street, Randwick (C) (F2005/00901)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.29	D04465957	Signage Parking	Angle Parking	AY	Yes

Following concerns having been raised with the Council an examination of angle parking has been undertaken for Market Street, Randwick, between Ethne Street and the cul-de-sac. Local residents have expressed concerns that parking in the street has become more challenging. This is exacerbated when people are attending the nearby Randwick Literary Institute.

To increase parking supply, it is proposed that the existing parallel parking on the northern side of Market Street, to the east of Ethne Avenue, be converted into 90° reverse angle parking, as detailed in the following diagram.

The guideline used to determine where the angle parking would be permitted was the Australian Standard 2890.5-2020 - Parking facilities - On-Street Parking.



Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Cr Neilson expressed appreciation for this item and queried whether time limited parking could be introduced at the same time. Mr Lehmann agreed to investigate this request including liaison with Randwick Literary Institute and stated that he would assess the timed parking suggestion in order to gauge the likely impacts on local residents, as well.

Recommendation

That,

1. the proposed 90° angle parking, rear to kerb, arrangements on the northern side of Market Street, Randwick (as detailed in the indicated plans) are approved for implementation.
2. A future investigation be undertaken into the implementation of timed parking at this location including liaison with the Randwick Literary Institute and taking into account the likely impacts on local residents, as well.

TC30/22 Traffic Committee Report - Abbotford Street, Abbotford Lane and Carlton Lane, Kensington (H) (F2021/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.30	D04396577	Signage Regulatory	One-Way and No Right Turn	AL	Yes

The Council has received representations from some community members, concerning the motorists undertaking illegal U-turns from Abbotford Street (South) to Abbotford Street (North) at its intersection with Anzac Parade. It is an illegal traffic movement that is going in the opposite direction to Anzac Parade southbound traffic, which poses a serious safety issue for both the illegal U-Turn motorists and the main traffic on Anzac Parade Southbound. Accordingly, the Council proposes to reverse the

directions of flow of each of the Abbotford Street carriageways. Following are extracts from the Traffic Management Plan already submitted to TfNSW for its consideration.

A. DESCRIPTION OR DETAILED PLAN OF PROPOSED MEASURES

Location: Kensington



Proposed measures;

1. Reverse the direction of flow of each carriageway of Abbotford Street as detailed below (Concept Plan attached);
 - a. Abbotford Street (North) from easterly direction to westerly direction,
 - b. Abbotford Street (South) from westerly direction to easterly direction, and
 - c. Carlton Lane – convert from clockwise flow to anti-clockwise flow direction.
2. Introduce a new one-way southerly traffic restriction, on Abbotford Lane, between Alison Road and Abbotford Lane, as shown in the attached concept plan.
3. No Right Turn ban from Doncaster Avenue southbound traffic into Abbotford Street.

B. BACKGROUND

It is observed that illegal U-turn traffic movements are being undertaken, at Anzac Parade, by Abbotford Street motorists to avoid travelling too far to find parking (etc.) in Abbotford Street (North), when they are unable to find an available parking space in Abbotford Street (South). It is worth noting that currently in order for motorists to legally travel into Abbotford Street (North) from Abbotford Street (South), motorists will need to drive around the block, starting from turning Left into Anzac Parade, Left to Carlton Street, Left to Doncaster Avenue and finally Left to Abbotford Street (North).

The proposed changes serve to provide a better travelling route for all motorists to find parking in both Abbotford Street (North) and Abbotford Street (South), which work like a looping traffic, starting from Doncaster Avenue (northbound), left into Abbotford Street (North), left into Anzac Parade, left into Abbotford Street (South), left into Doncaster Avenue, and finally (if required) left back into Abbotford Street (North).

Presently, Council is seeking to receive a TMP approval of the proposed changes above from TfNSW.

C. MEASURES TO AMELIORATE THE IMPACT OF REASSIGNED TRAFFIC

To remove the possibility of congestion occurring behind southbound Doncaster Avenue motorists, wanting to turn right (west) into Abbotford Street (North), it is proposed that a No Right Turn control be imposed at this intersection - as detailed above (Item No.A3). Additionally, to improve compliance and physically enforce this no-right turn ban, Council is also examining design options to install a permanent kerb nib, accommodating current and expected bicycle flows, as indicated in the early concept plan.

Additionally, it is also proposed that a new one-way restriction be installed on Abbotford Lane as described above (Item No.2), to cater for the additional traffic resulted from the right turn ban on Doncaster Avenue, and to improve traffic safety within the laneway due to the narrowness of the existing carriageway.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

There is no public bus service operating along the subject roads.

E. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

1. Emergency vehicle movements will not be affected by the proposed ONE WAY TRAFFIC or NO RIGHT Turn ban as they will be exempt under the normal Road Rule provisions;
2. The proposed traffic changes should make it easier for motorists to travel and service vehicle to operate in Abbotford Street.
3. Pedestrians and cyclists will not be impacted by the proposal.

F. RECOMMENDATION

It is proposed that the measures as detailed in Section A above be approved in-principal with Council to undertake a formal community consultation with all the effected resident of the proposed changes.

G. CONCEPT PLAN see next page



Resourcing Strategy implications

At this stage there are no funding implications arising out of the proposed community consultation regarding this proposal.

Mr Gidiess (STA) raised concerns about the proposal as there are three school specials which turn left from Alison Road, into Doncaster Avenue, then right into Abbotford Street. Mr Lehmann suggested that the proposed No Right Turn applying to southbound Doncaster Avenue motorists, at the northern carriageway of Abbotford Street, be amended to 'No Right Turn, Buses Excepted'.

The proposal was further discussed and Mr Lehmann reminded the Committee attendees that the next steps would be to refer the matter to TfNSW, and if endorsed, undertake community consultation with regard to the proposals.

Recommendation

That the proposed measures as detailed in Section A and illustrated in the attached concept plan (modified with a No Right Turn, Buses Excepted control) be approved in-principle with Council to undertake community consultation with all the affected residents of the proposed changes, in Abbotford Street, Abbotford Lane and Carlton Lane, Kensington.

TC31/22 Traffic Committee Report - Gardeners Road, Kingsford - Greek Easter 2022 (H) (F2004/07160)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.31	F2004/07160	Event	Temporary Road Closure	JS	Yes

During the annual Greek Orthodox Easter celebrations at St Spyridon's Church on Gardeners Road, Kingsford (east of Doncaster Avenue), up to 5,000 attendees are expected to assemble on Gardeners Road, outside the Church.

Over many years, in the interests of road safety, Gardeners Road has been closed to east and westbound traffic, between Houston Road and Cottenham Avenue, Kingsford, on two occasions during the celebrations as detailed below. Police staff various points for this religious activity.

In respect of the road closures all westbound traffic on Gardeners Road is diverted at Houston Road, left into General Bridges Crescent except buses. Buses are diverted right into Houston Road. All eastbound traffic is diverted left into Cottenham Avenue.

The closure times are:

1. Friday, 22 April, 2022, 8:00pm to 10:30pm. An RMS Traffic Emergency Patrol (TEP) vehicle is utilised on site from about 7:30pm to 10:30pm.
2. Saturday, 23 April, 2022, 11:00pm to Sunday, 24 April, 2022, 1:30am. An RMS Traffic Emergency Patrol (TEP) vehicle and crew will be on-site from 10:00pm to 1:30am.

The closures arranged in previous years are shown in the following diagrams:

GREEK ORTHODOX EASTER SERVICE

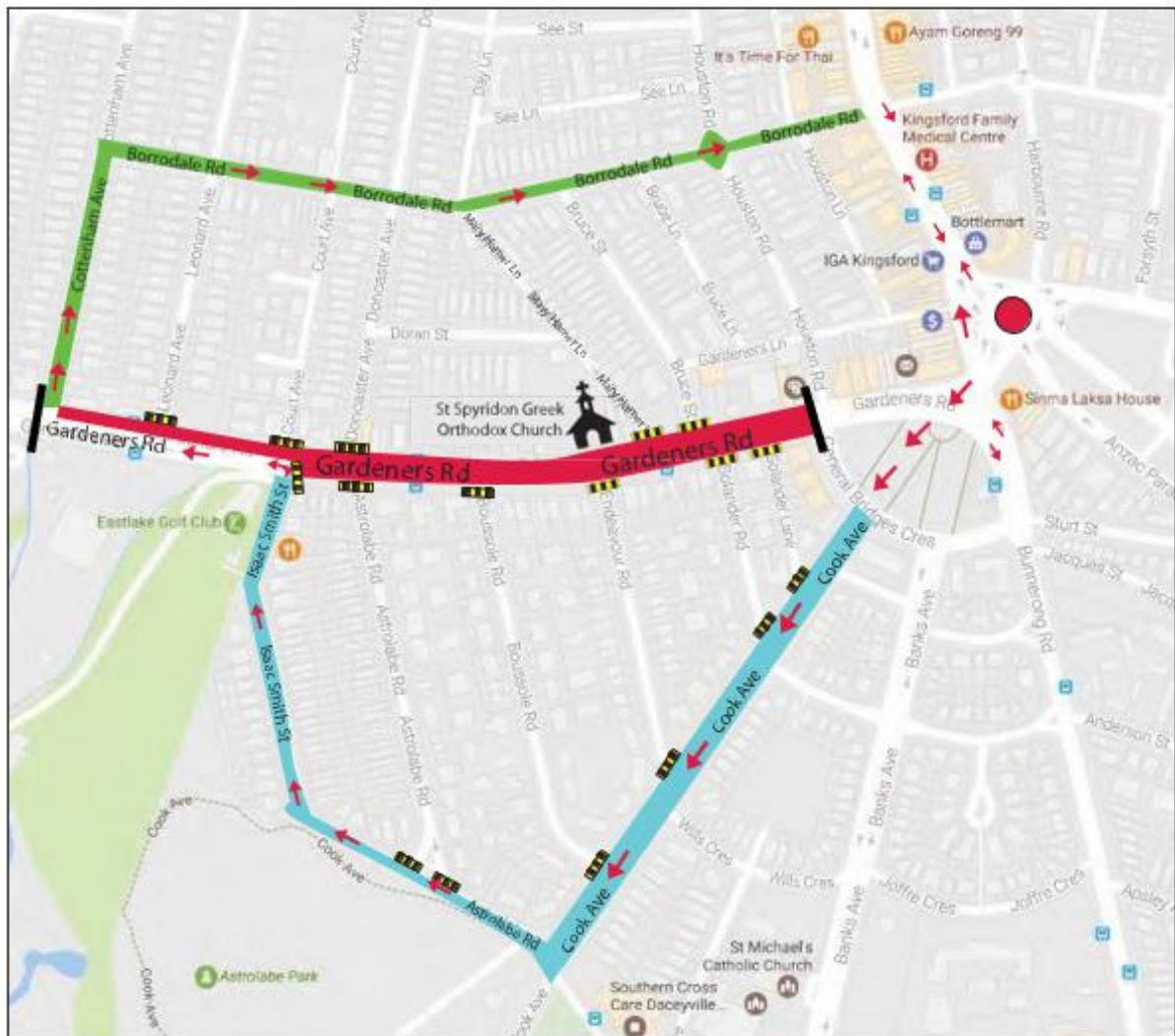
Friday, 30th APRIL 2021



	Road Closure		Procession Route
	Barrier		Eastbound Detour
	Westbound Detour		

GREEK ORTHODOX EASTER SERVICE

Saturday, 1st MAY 2021



Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The information be received;

2. The organisers provide notification to all businesses and residences adjacent to the affected parts of the streets with regard to the event, detailing the effect on bus services, including proposed bus diversions;
3. The applicant liaise with the Transport for NSW's Transport Management Centre regarding this event to obtain Road Occupancy Licence (ROL), as soon as possible;
4. The CBD Coordination Office - Traffic Management Centre - be informed of this event;
5. The applicant ensures that the required traffic control equipment is provided and delivered onsite for the use of the Police;
6. The proponents of this event be requested to also inform locals that, as a result of the event, there will be some limited bus movements along some local streets;
7. That, as a matter of courtesy, Bayside Council, be informed of the proposed arrangements; and
8. The applicant ensure that they comply with all of the Public Health requirements pertaining to the Covid-19 pandemic. Ensure a Covid-19 Safety Plan has been addressed.

TC32/22 Traffic Committee Report - Houston Road, Kingsford - temporary angle parking changes (H) (F2010/00077)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.32	D04495727	Bicycle Matters	Bicycle Safety	TL	Yes

During the construction period for the Kingsford to Centennial Parking Pedestrian and Cycling Improvements Project, the available width along Houston Road will be compromised.

As a result, there are two options for managing pedestrian, bicycle and traffic flow along the street:

1. Provide a footpath around the works site along the western side of Houston Road, keep the current 90° angle parking along the eastern side of the road and require bike riders to travel within the narrowed travel lanes, mixing with all other traffic or
2. Provide a footpath around the works site along the western side of Houston Road, adjust the current 90° angle parking back to 45° along the eastern side of the road (reducing the width of the angle parking lane) and maintain a painted bicycle lane in each direction - allowing bike riders to avoid travelling in the narrowed travel lanes.

It is considered that the safer approach would be Option 2, whereby bike riders can be contained within a separate lane (as per the current conditions).

Details of the final proposed arrangements will be tabled at the Traffic Committee.

Resourcing Strategy implications

Funding for this project has been made available through Transport for NSW, from the Federal Government.

Recommendation

That, during construction of the Kingsford to Centennial Park project, a footpath be provided around the works site along the western side of Houston Road, with the current 90° angle parking along the eastern side being reverted to 45° with painted bicycle lanes being maintained in each direction.

TC33/22 Traffic Committee Report - Kingsford to Centennial Park Cycleway (K2CP) - Site Compounds (H & M) (PROJ/10180/1527782/8)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.33	D04476685	Bicycle Matters	Bicycle Facilities	DK	Yes

As part of the requirements for the construction of the cycleway from Kingsford to Centennial Park (K2CP), temporary site compounds will be required that will include site office building, lunch facilities, storage containers and ablution facilities. Construction activities will continue for some 23 months.

The site compounds that have been identified are:

1. Goodwood Street, Kensington
2. Houston Road, Kingsford

The following provides a summary of anticipated traffic and parking impacts, and proposed mitigation measures for the two-compound site located on the road reserve.

Site Compound 1- Goodwood Street

The Goodwood Street compound will be located on the western side of Doncaster Avenue, toward the northern end of the route. Goodwood Street is a two-way street, with parallel parking spaces on the northern side and 90-degree angled parking located on the southern side.

This location has been selected as a preferred location for a site compound due to:

- Proximity to the cycleway route on Doncaster Avenue;
- Multiple access points including Doncaster Avenue, Anzac Parade, and Elsmere Street;
- Distance from key traffic-generating land uses in the area including the Australian Turf Club and Kensington Public School;
- Avoiding the compound being placed immediately outside residences and
- Parking supply and demand in this street and surrounding streets.

The proposed location of the site compound on Goodwood Street is shown in Figure 1.



Figure 1 - Goodwood Street proposed site compound location

There are approximately 15 parallel parking spaces and 42 angled parking spaces on the southern side. Of the parallel parking spaces, there are a mix of 30-minute, 1-hour, and 2-hour parking (8am-8pm) including provision for loading zones and motorcycle parking. Approximately half of the angled parking spaces accommodate resident parking permits.

There are 14 resident parking permits that have been issued to residents on Goodwood Street which can be accommodated through the 24 resident parking spaces (13 angled parking spaces on the southern side, and 11 parallel parking spaces on the northern side).

The configuration of parking spaces on Goodwood Street is shown in Figure 2.

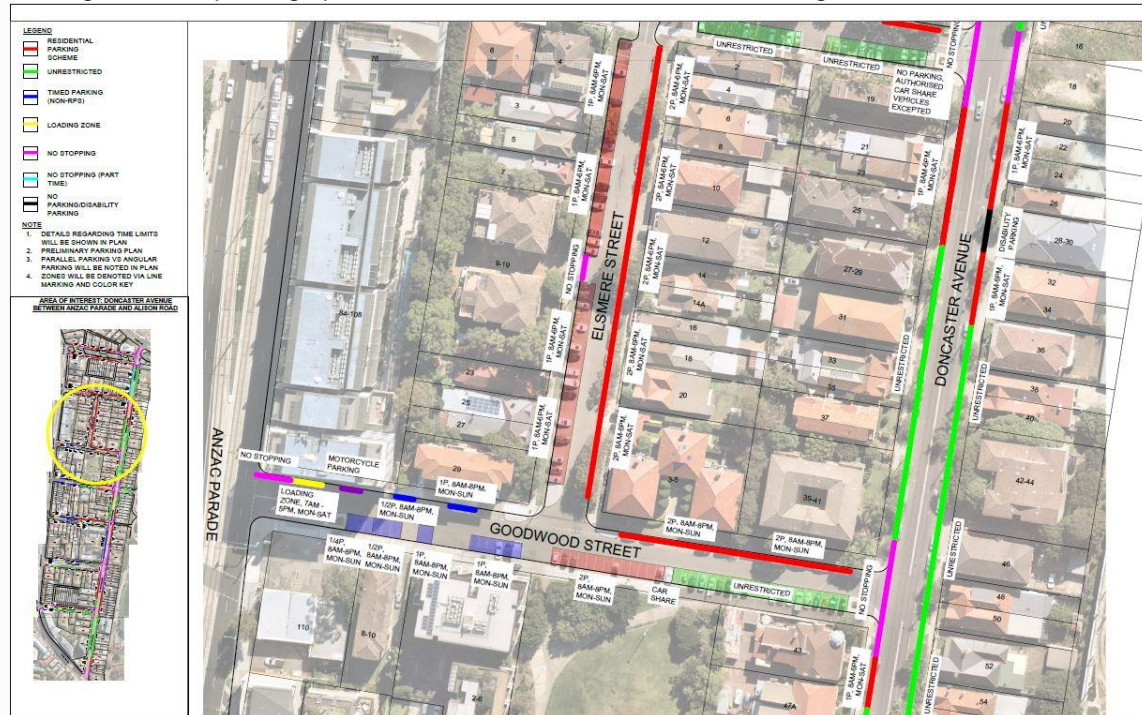


Figure 2 - Goodwood Street parking layout

Traffic impacts

Goodwood Street is likely to experience additional traffic flow generated by use of the site compound by the appointed construction contractor. The contractor will be advised to minimise the site compound footprint, and to ensure appropriate traffic management procedures and personnel are in place in order to effectively manage traffic flow and access to parking.

Traffic impacts to Goodwood Street and surrounding land uses are expected to be minimal, given the multiple access points to and from Goodwood Street. These include east-west access from Doncaster Avenue (north- and southbound) and Anzac Parade (southbound) as well as access from Elsmere Street to the north (via Carlton Street). These multiple access points will ensure good circulation of vehicles and minimise access issues on Goodwood Street.

Parking impacts

Goodwood Street consists of a mix of shorter-term higher turnover parking spaces close to Anzac Parade at the western end, and 2-hour (permit holders excepted) parking spaces at the western end close to Doncaster Avenue.

It is estimated that the impact on parking in Goodwood Street would be approximately 22 spaces, based on the proposed site compound footprint.

The proposed site compound would result in a loss of 13 resident, 9 unrestricted, and 1 car share parking spaces. Based on the number of resident parking permits provided to residents on Goodwood Street (14 permits) it will result in the over subscription of permits. However, the current number of oversubscribed permits (3) can be offset by nearby streets.

This parking loss can be serviced by the resident parking on Elsmere Street, which has 45 parking spaces on the western side and 14 parking spaces on the eastern side (as shown in Figure 2). Using Elsmere

Street resident parking temporarily will be practical for affected residents as only 19 parking permits have been issued to residents on this street.

Mitigation measures

The proposed mitigation measures to minimise any traffic and parking impacts on Goodwood Street are detailed in Table 1.

Table 1 – Mitigation measures for site compound on Goodwood Street

Action	Responsibility
Ensure site compound footprint is kept to a minimum.	Appointed construction contractor
Provide traffic controllers to manage vehicle movements to / from the site compound.	Appointed construction contractor
Follow required protocol for approvals and extensions to work zones managed by Randwick City Council to ensure minimum impact to residents.	Appointed construction contractor, Randwick City Council, Transport for NSW
Investigate opportunities to introduce additional parking in surrounding streets to offset parking loss of 13 resident parking spaces, should permits issued within Elsmere Street and Goodwood Street reach capacity	Randwick City Council
Communicate with residents of Goodwood Street to inform them of changes to parking and proposed alternatives.	Transport for NSW

Site Compound on Houston Road

Houston Road is located to the west of Anzac Parade, and forms part of the cycleway route for the Kingsford to Centennial Park link. The cycleway will run along the western side of Houston Road between Day Avenue and General Bridges Crescent.

Houston Road is a two-way street with parking on both sides. This parking is generally parallel parking on the western side, and 90-degree angled parking on the eastern side.

This location has been selected as a preferred location for a site compound due to:

- Proximity to the cycleway route on Houston Road;
- Multiple access points including Strachan Street, Barker Street and Borrodale Street;
- Distance from key traffic-generating land uses such as the University of New South Wales; and
- Parking supply and demand in this street and surrounding streets.

The proposed location of the site compound on Houston Road is shown in Figure 3.



Figure 3 - Houston Road proposed site compound location

The parallel parking consists predominantly of 2-hour (permit holders excepted) parking spaces. The 90-degree angled parking has a 90-minute time limit (8am-8pm), for the most part.

The proposed site compound location is on the eastern side of Houston Road, between Strachan Street and Strachan Lane. Within this section of Houston Road, there is 90 minute 90-degree angled parking on the eastern side, and 2-hour (permit holders excepted) parking spaces on the western side. Strachan Street consists of mostly 1-hour or 30-minute parking on the eastern side towards Anzac Parade, and untimed or 2-hour (permit holders excepted) parking spaces on the western side of Houston Road. Strachan Lane has some parallel parking spaces.

There are 40 resident parking permits provided to residents on Houston Road (between Day Avenue and Gardeners Road.)

The configuration of parking spaces on Houston Road and Strachan Street, close to the proposed site compound location, is shown in Figure 4.

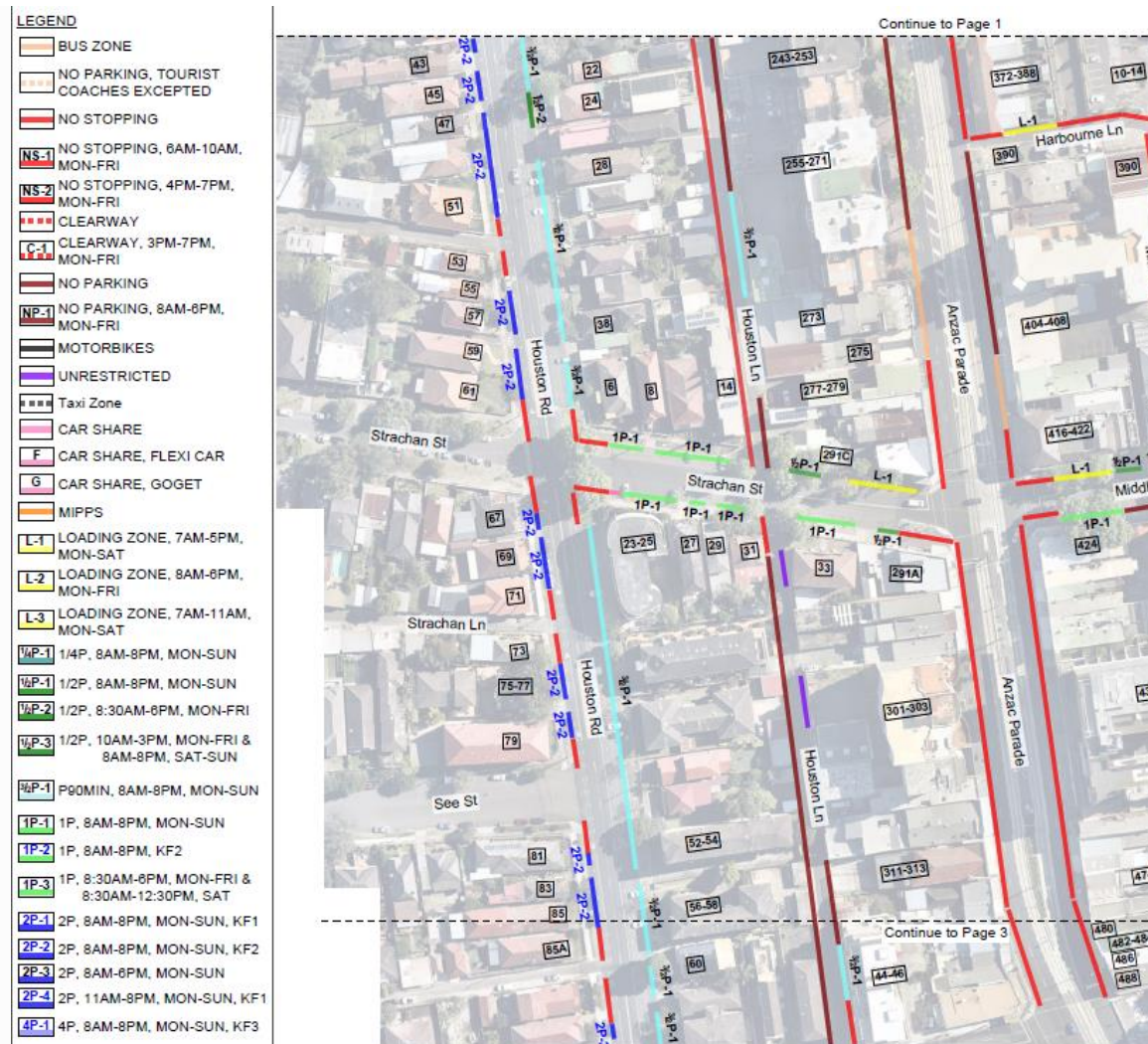


Figure 4 - Houston Road and Strachan Street parking layout

Traffic impacts

Houston Road is likely to experience some additional traffic flow generated by use of the site compound by the appointed construction contractor. The contractor will be advised to minimise the site compound footprint, and to ensure appropriate traffic management procedures and personnel are in place in order to effectively manage traffic flow and access to parking.

Traffic impacts to Houston Road and surrounding land uses are expected to be minimal, given the multiple access points to and from Houston Road from the north, south, east and west. These access points will ensure good circulation of vehicles and minimise access issues along this section of Houston Road.

Parking impacts

The section of Houston Road near Strachan Street consists of 90-minute 90-degree angled parking on the eastern side, and 2-hour (permit holders excepted) parking spaces on the western side. Strachan Street has untimed or 2-hour (permit holders excepted) parking spaces on the western side of Houston Road, and 1-hour or 30-minute parking on the eastern side towards Anzac Parade.

It is estimated that the impact on parking on Houston Road would be approximately 15 spaces, based on the proposed site compound footprint. These spaces are all 90 minute 90-degree angled parking with no exception for permit holders.

Based on the number of resident parking permits provided to residents on Houston Road (40), the proposed site compound would result in a loss of 15 "90P 8am–8pm Mon–Sun" angle parking on the eastern side. This should only have minor impacts to parking, as these spaces have very low utilisation. By extension, no resident dedicated parking spaces are lost due to the proposed site compound installation: These are located on the western side (as shown in Figure 4).

Mitigation measures

The proposed mitigation measures to minimise any traffic and parking impacts on Houston Road are detailed in Table 2.

Table 2 – Mitigation measures for site compound on Houston Road

Action	Responsibility
Ensure site compound footprint is kept to a minimum.	Appointed construction contractor
Provide traffic controllers to manage vehicle movements to / from the site compound.	Appointed construction contractor
Follow required protocol for approvals and extensions to work zones managed by Randwick City Council to ensure minimum impact to residents.	Appointed construction contractor, Randwick City Council, Transport for NSW
Communicate with residents of Houston Road to inform them of changes to parking and proposed alternatives.	Transport for NSW

Resourcing Strategy implications

Funding for this project has been made available through Transport for NSW, from the Federal Government.

Councillor Veitch asked questions about the replacement of removed resident parking spaces. Mr Lehmann provided details on the numbers of permits issued and number of resident parking spaces available, in the Goodwood / Elsmere and Carlton Streets area; indicating that there is a significant surplus of parking spaces for the limited number of permit holders in this neighbourhood.

Recommendation

That:

- The site compound at 2A Goodwood Street, Kensington (adjacent to Kokoda Memorial) as identified in this report is approved for the duration of the cycleway construction;
- The site compound on the eastern side of Houston Road (adjacent to 23 Strachan Street) as identified in this report is approved for the duration of the cycleway construction;
- Authority is given to Council to remove and/or re-allocate all signage associated with the site compounds and reinstate the previous restrictions, upon completion of the cycleway project; and
- Transport for New South Wales and/or their appointed contractor to notify the affected residents of each site compound two weeks prior to establishment of the site.

TC34/22 Traffic Committee Report - Anzac Parade / Franklin Street, Malabar (M) (F2019/01152)

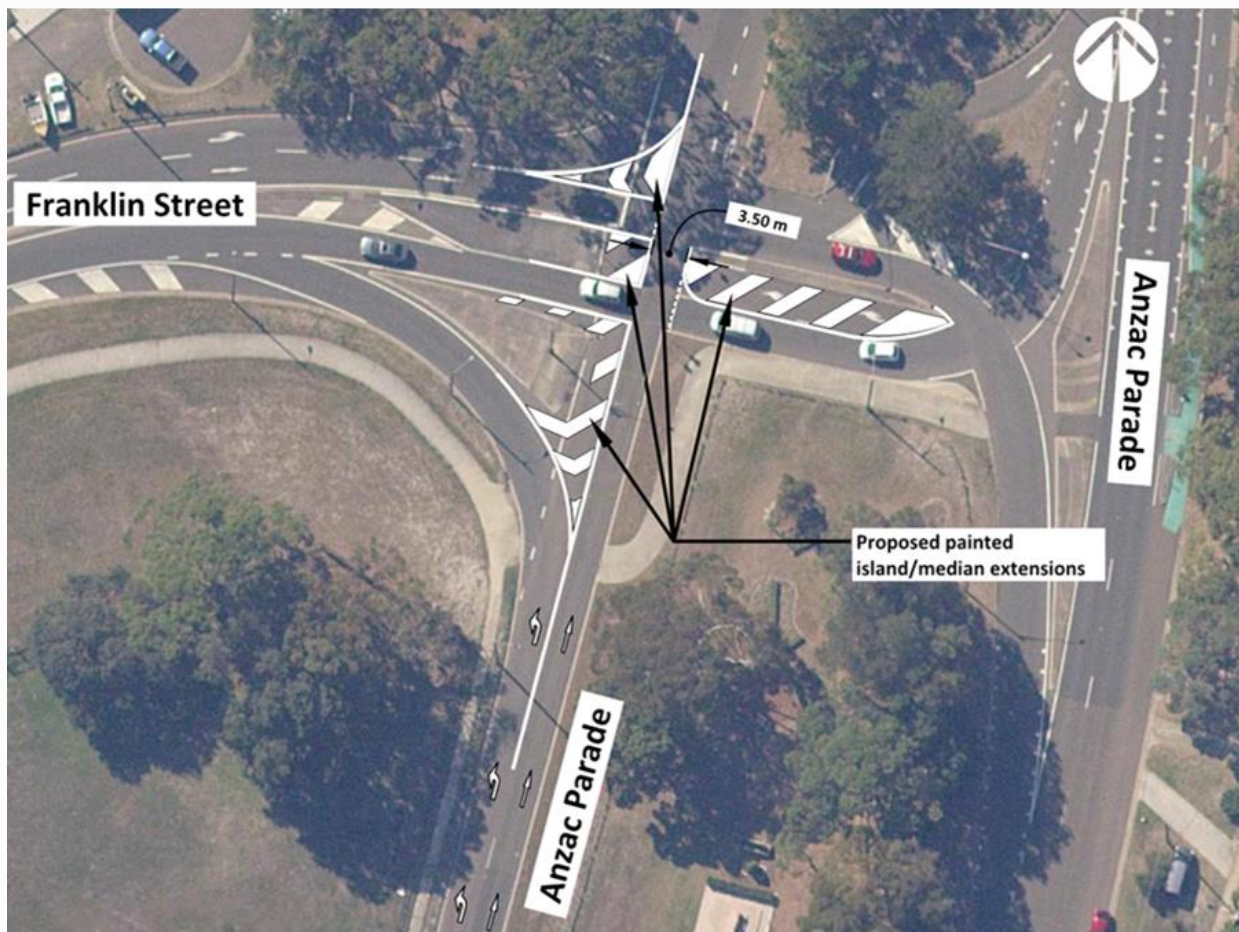
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.34	ITD	Road Safety	Intersection	TL	Yes

Yet another collision has recently occurred at the southern intersection of Anzac Parade and Franklin Street. Whilst the Council is well advanced with the early design of traffic signals at this site, it will still be a lengthy period before all Transport for NSW (TfNSW) approvals are granted and construction can commence. This may take up to another 12 months.

In the meantime, strong concerns have been raised in the community about the safety of the intersection. The existing configuration of the intersection of Franklin Street with Anzac Parade is considered by some to be overly complex; possibly causing driver confusion.

In 2019 it was proposed to rationalise the intersection by reducing each of the intersecting roads to one lane through the intersection. However, in the interim, the announcement of a \$1.3M federal government grant was made for the installation of traffic signals.

Given the extended delay until the traffic signals could be installed, It is proposed (as per the 2019 proposal) to extend the existing traffic islands and median using painted hatching (see diagram below).



The concept design, above, will be developed in accordance with TfNSW's requirements and will be forwarded to TfNSW and Police for endorsement prior to being submitted to TfNSW as part of the required Traffic Management Plan procedures. It would then be returned to the Traffic Committee for formal approval.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

Recommendation

That:

1. The concept design, as provided, be developed in accordance with TfNSW's requirements;
2. Once developed, the concept plan be forwarded to TfNSW and the Police for endorsement;
3. Following endorsement, the Plan be submitted to TfNSW as required under Traffic Management Plan procedures; and
4. The proposal be implemented following TMP approval

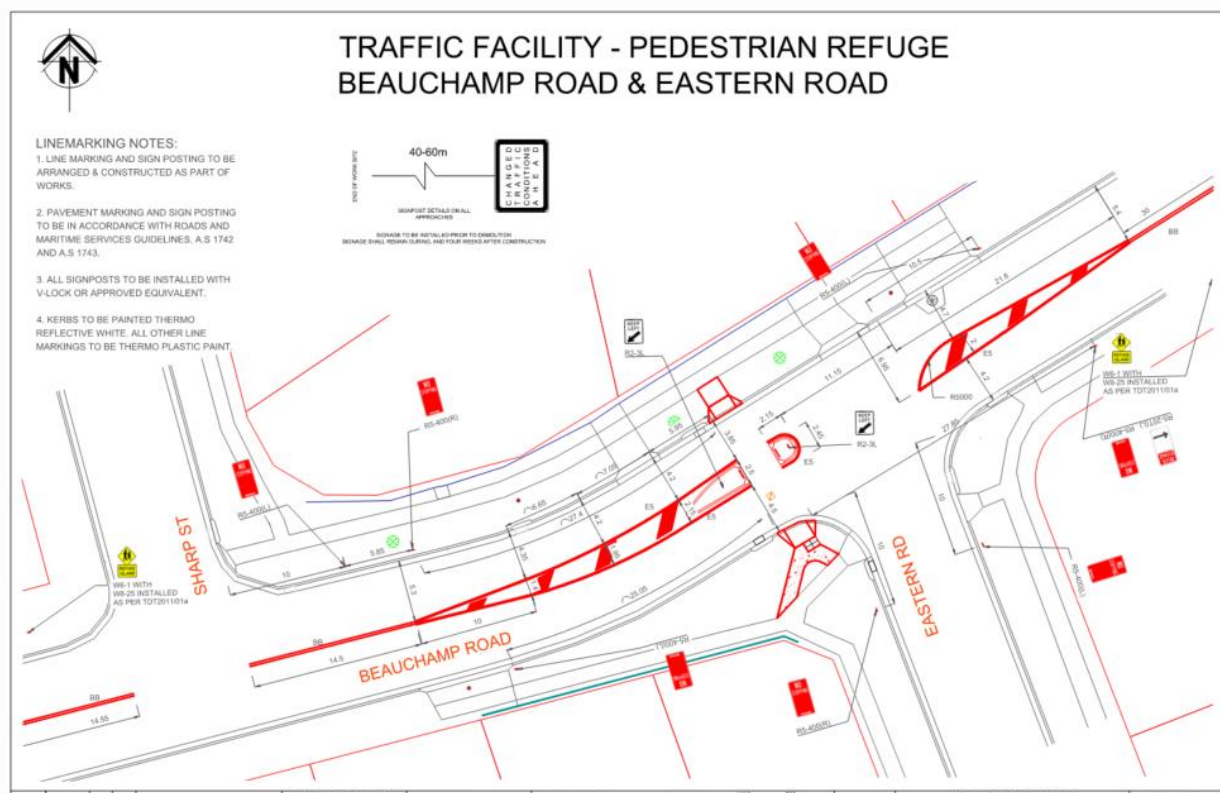
TC35/22 Traffic Committee Report - Beauchamp Road, at Eastern Road, Matraville (M)
(F2004/08338)

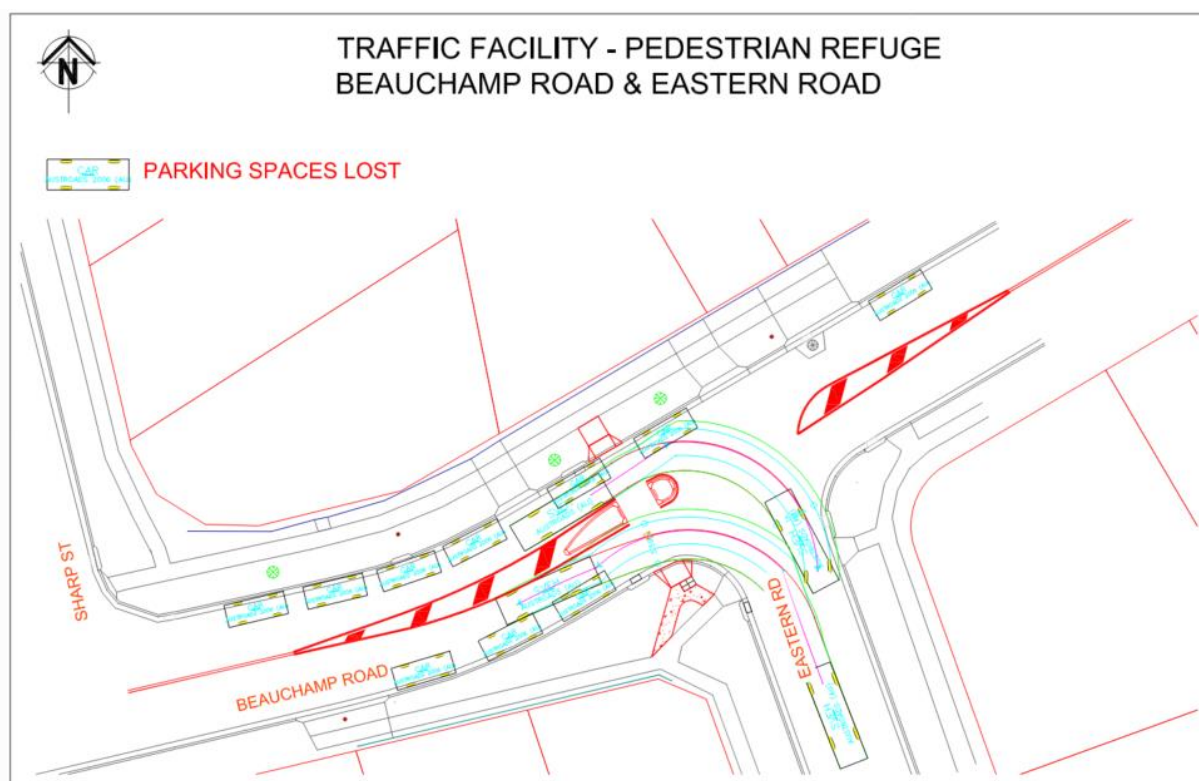
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.35	F2004/08338	Pedestrian	Refuge	JG	Yes

Previously, following concerns being raised by local residents regarding the safety of pedestrians wanting to cross Beauchamp Road, this Committee considered and endorsed the implementation of a pedestrian refuge island, in close proximity to Eastern Road and Sharp Street, Matraville.

The island would provide a safe holding point for pedestrians to wait for a break in traffic, meaning that crossing could be made in two parts, negating the need to wait for a break in traffic in both directions. This would create more safe crossing opportunities. The island would slightly narrow the road thus passively encouraging drivers to slow as they pass. Line marking and signage would create additional visual indicators to the pedestrian crossing point. The Island installation will include new access ramps on either side of the road.

A concept design is shown below, with swept path diagrams (for Service Vehicles and Articulated Buses) shown on the following pages.





Resourcing Strategy implications

Funding is provided for within the current budget; under the Pedestrian Safety Improvement Program allocation

Recommendation

That the proposed pedestrian refuge and accompanying signage on Beauchamp Road, at Eastern Road, Matraville (as detailed in the plan shown – D04489304 - is endorsed for construction

TC36/22 Traffic Committee Report - Boyce Road and Cooper Street, Maroubra (M) (F2022/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.36	D04481442	Road Safety	Road Safety	SS	Yes

Concerns have been raised by residents regarding collisions and speeds at the Boyce Road and Cooper Street intersection, Maroubra.

A traffic volume and speed survey were undertaken in Boyce Road, just east and west of Cooper Street, in December 2021.

Traffic Volume and Speed Survey – December 2021

Location	Direction	Traffic Volume - Veh/day	85% Speed-Km/h
Boyce Road just east of Cooper Street, no.185 Boyce Rd	East	401	48.5
	West	357	47.1
	Both Directions	758	47.8
Boyce Road just west of Cooper St, House nos 178/180 Boyce Rd	East	583	42.0
	West	517	43.1
	Both Directions	1100	42.5

In Summary

Recorded the 85th percentile speeds were below 50 km/h with low traffic volumes.

The reported crash history for the most recent 5-year period that is available to Council from TfNSW was also analysed.

Crash data from June 2016 to July 2021:

CRAID	CRADATE	CRATIME	CRAST	CRAIDOB	CRADIST	TUDIRN1d	MANO EUVRE1	TUDIRN2d	MANO EUVRE2	CRA RUM3	CRA DEG2	CRA DEGETd	Inter section/ Mid-Block
1164069	8/03/2018	1220	BOYCE RD	COOPER ST	0	East	Proceed in lane	North	Proceed in lane	[10]Adj - Cross traffic	Tow away	Non-casualty	Inter section
1195077	15/12/2018	1100	BOYCE RD	COOPER ST	0	South	Proceed in lane	East	Proceed in lane	[10]Adj - Cross traffic	Injury	Moderate injury	Inter section

In Summary

- Two total crashes with one moderate injury
- All the crash were cross traffic
- No cyclist, motorcyclist or pedestrian involved
- No wet surface condition crash

Recent incidents reported by residents

- Residents have reported that at approximately 2pm At 1.58pm, on Sunday 21/11/21, there was a collision at this intersection. It was reported that a car came up Cooper Street, stopped at the Stop sign and line, but the driver missed seeing another car travelling east up Boyce Rd and ran into it. No injuries were reported.
- Another incident was reported as having occurred at around 2.30 pm on Friday 11/02/2022, with one vehicle apparently heading north down Cooper Street colliding with a car traveling west down Boyce Rd. It has been reported that the young 4WD driver travelling along Cooper Street advised that he didn't see the stop sign and drove straight through the intersection. Again, luckily, no one was reported as having been injured.

Residents have suggested seven types of traffic management options, to address the speed and accidents at the intersection. The Council provides the following response to each option

1. Reducing traffic speed both directions in Boyce Road

The recorded 85% speeds of 42.5km/h and 47.8km/h are below the legal speed of 50km/h, however if the residents aim is to see further speed reductions, then this can be achieved by installation of speed humps just east and west of Cooper Street. These need to be located alongside the side boundary of nos 75, 78 Cooper Street and 183,185 of Boyce Road. Local residents must be consulted and agree to the installation of speed humps.

2. Improving signs and lines in Cooper Street, especially travelling North to South

There are adequate line markings and signs have been provided at the intersection. This includes the advance Stop Ahead signs. All are in good condition.

3. Install 4 way Stop signs

Installation of 4 way Stop signs will cause more confusion and it will not reduce speed. Without a high number of recorded collisions, the installation of 4 Stop signs is not likely to be supported by Police and Transport for NSW, at the Randwick Local Traffic Committee.

4. Install Speed humps that don't create much noise plus longer lower profile speed humps with some pedestrian markings.

The lower pedestrian activity and traffic volume at this intersection do not meet the guidelines of Transport for NSW for installation of pedestrian markings (Marked Pedestrian Crossing).

Lower profile speed humps are not effective in reducing speeds, especially with young drivers

5. Install Traffic islands or Concrete Projection to narrow the road to slow traffic flow

Boyce Road is already narrowed with blister islands. And, Cooper Street is already so narrow that kerb nibs cannot be installed in Cooper Street.

6. Improve Intersection Stop signage and Stop sign visibility and preparation to Stop signs well before the intersection

At present, Stop signs are visible and existing line marking is in good condition. There are also Stop Ahead signs installed. The two formally recorded crashes (Rum Code 10) and the two recent collisions reported by residents indicate that vehicles failed to stop in Cooper Street, at Boyce Road.

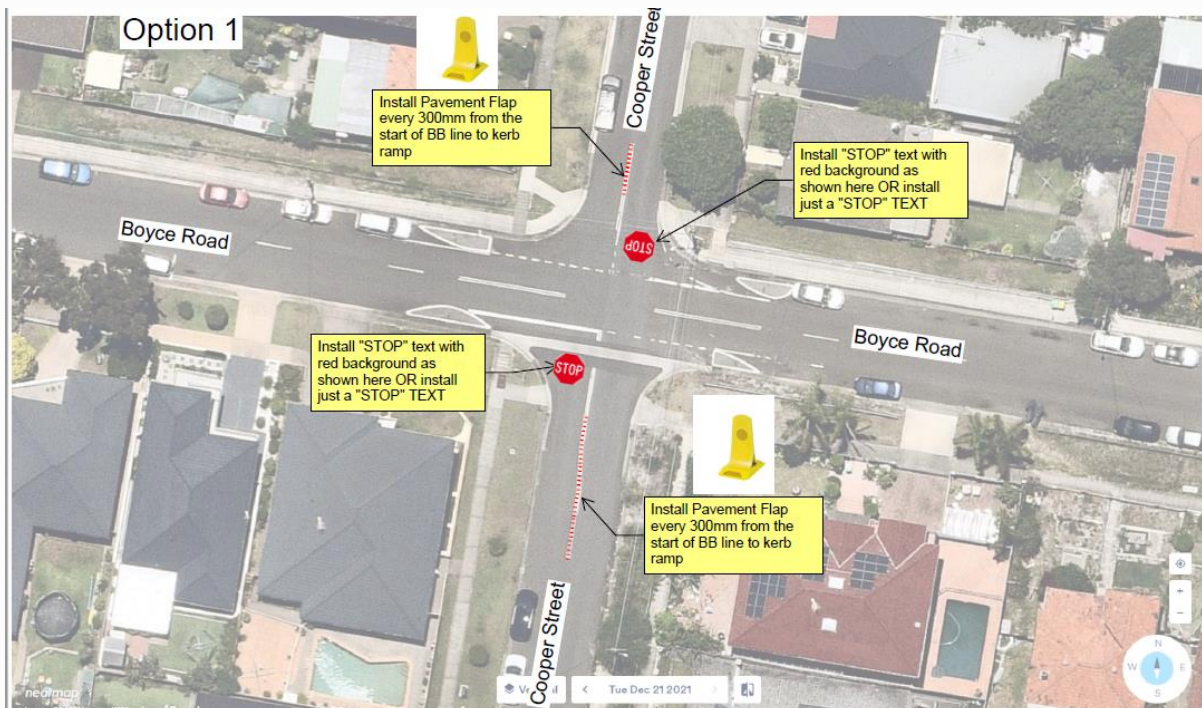
Accordingly, Council suggests installing super flaps (lane divider flap) on the existing centreline and paint a supplementary "STOP" word on the pavement in Cooper Street - to highlight and reinforce the Stop priority control at the intersection.

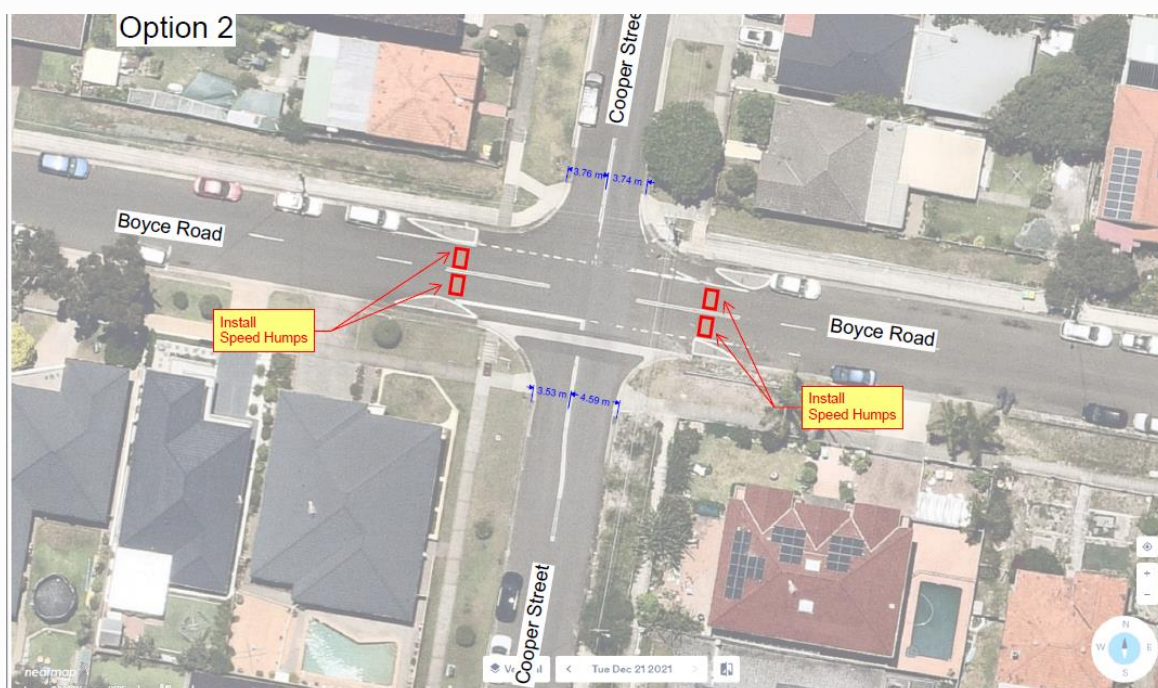
7. On the western side of Cooper Street, north of Boyce Road (a future project), review how to increase parking with roll-over kerbs and a concrete island into the St so the width of road part of Cooper Street is still narrow

Council do not support the rolled over kerbs and increasing the parking, as most of the residents have off street parking and the existing on the street parking capacity is below 85%.

Conclusion

The formally reported TfNSW data re two crashes and the resident reported crashes seem to indicate that there are motorists are failing to stop at the Stop signs. This is the issue which needs to be addressed.





It is proposed that a 12 month trial of Option 1 be undertaken to assess the impact upon the crash rate at this intersection.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Mr Penn (resident) addressed the Committee, at length, expressing his strong concerns about the road safety performance of the intersection and Council's actions, so far. He indicated that he supported the recommendation and considered that this would be a first step.

Mr Lehmann thanked Mr Penn for his views and acknowledged his support of Option 1. Mr Lehmann also provided the Committee with an indication of the historic improvements made to the intersection and advised that these changes had significantly improved the road safety performance of the intersection. Mr Lehmann also informed the Committee that the Boyce Road / Cooper Street intersection was not in the top fifty worst performing intersections; but was ranked as the 73rd worst

performing intersection in the Randwick LGA. Mr Lehmann indicated that his advice to the Council would be to prioritise the allocation of resources to those intersections with the worst road safety performance.

Mr Penn queried the use of road flaps along the centreline, suggesting that they would be regularly run over as motorists negotiate narrow Cooper Street. Mr Lehmann agreed with this view and recommended that, instead of road flaps, numerous raised reflective pavement markers (cats' eyes) be installed along the centreline. Mr Lehmann informed Mr Penn that he would welcome further discussions regarding the intersection.

Recommendation

That, Option 1 be introduced (Installing raised reflective pavement markers, double centrelines and painting 'Stop' on the pavement in Cooper Street – as per concept plan attached and monitored over a 12-month period.

TC37/22 Traffic Committee Report - Jennings Street and Baird Avenue, Matraville (M) (F2022/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.37	D04063044 D04412682 D04445711	Road Safety	Volume	SS	Yes

Residents of Jennings Street and Baird Avenue, Matraville have raised concerns with the Council about the amount of traffic and traffic speeds in their streets since about 2018.

Traffic counts in February 2020 indicated that some motorists are using Jennings Street and Baird Avenue as a short-cut, most likely to avoid the traffic signals on Bunnerong Road, at Perry/Franklin Streets and Beauchamp Road.

Council proposed that traffic flows could be considerably reduced if right turns were banned into Jennings Street and Baird Avenue, from Perry Street and Beauchamp Road.

In December 2020, a resident survey letter was distributed to all residents in each street to gauge resident reaction to the proposal of banning right turns. Council received 60 replies from approximately 250 letters distributed to residents. There were also two replies from Perry Street and two from Beauchamp Road.

Results of the survey are summarised in the following table:

Issue	Jennings Street Resident Replies	Baird Avenue Resident Replies
Total Replies	32	24
Do you have trouble with Traffic and Speeding	30	21
Do you <u>NOT</u> have trouble with Traffic and Speeding	2	3
Support banning Right Turns 6am-10am, 3pm-7pm	7	10
NOT support banning Right Turns 6am-10am, 3pm-7pm	4	2
Support banning Right Turns fulltime	16	9
NOT support banning Right Turns fulltime	4	2
Comment - Speed is a problem	11	5
Comment - Want Speed Humps	1	0
Comment - Do <u>NOT</u> want Speed Humps	9	3
Comment - How will banning Right Turns be enforced	1	0
Comment - Ban parking on one side of the road	2	0
Comment - Vehicles parking too close to intersections	0	1
Comment - Make Jennings and Baird one-way streets	1	2
Comment - Reduce speed limit to 40kph	0	6
Comment - Ban U-Turns on Perry and Beauchamp	6	0
Comment - Strongly against proposals	0	1
Comment - Residents exempt to banned Right Turns.	1	0

Total Circulars sent	250
Returned	56 (22.4%)
Support for right turn ban for peak hours	17 (6.8%)
Support for right turn ban fulltime	25 (10.0%)

Summary and Conclusions

- Both Jennings Street and Baird Avenue residents have a problem with bypass traffic.
- There was minor support for banning right turns with the majority favoring banning right turns full-time. However, the support was not sufficient to proceed with the proposal. Several residents mentioned they were against the proposal to ban right turns
- Support for speed humps gained the next highest level of support. But the question remains would they support a speed hump outside their home or within hearing distance of vehicles bumping over a speed hump day and night.
- There have been no speed related collisions reported in the streets and therefore speed humps are not recommended to be installed in these streets.
- The speeding complaints from the residents be referred to the Police for appropriate action.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. Council does not proceed with banning right turns into Jennings Street and Baird Avenue, Matraville, from Perry Street and Beauchamp Road because there is not sufficient support from residents: and
2. The speed humps not be installed in Jennings St and Baird Avenue; and

The speeding complaints from the residents be forwarded to NSW Police Highway Patrol for appropriate action.

TC38/22 Traffic Committee Report - Malabar Road, at Tyrwhitt Street, Maroubra (M) (F2005/00825)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.38	D02865764, D02419536 & D02434936	Pedestrian	Safety Concern	DA	Yes

Several requests were received from the residents of Dewey Court and Portland Crescent, Maroubra, to establish a pedestrian link between the shopping village located in Meagher Avenue and the residential area (Dewey Court and Portland Crescent) through the grass median in Malabar Road, Maroubra. Residents frequently visit the shopping village and then cross Malabar Road through the grassmedian.

Installation of a pedestrian link in association with pram ramps through the median in Malabar Road between the shopping village and the residential area would allow the residents and other pedestrians to cross Malabar Road more safely and conveniently.

Pram ramps would be installed on both legs of Malabar Road, a length of No Parking restriction would concurrently be installed on the northern and southern side of Malabar Road to ensure adequate sightlines are being established for emerging pedestrians and cyclists (as per the following concept plan).

It is also recommended to formalise the 30m long Bus Zone and 12.5m long No Stopping on the southern side of Malabar Road to the west of Tyrwhitt Street intersection.



Funding is provided for within the current budget; under the 'Traffic Committee Works' allocation.

That:

1. A pedestrian link through the median in Malabar Road between the shoppingvillage and the residential area, as per the attached concept plan, is approved for installation;
2. Pram ramps are installed on Malabar Road, along with a length of No Parking restrictions, on the northern and southern sides of Malabar Road, Maroubra.
3. A 30m bus zone be installed on the southern side of Malabar Road in association with 12.5m No Stopping zone (west of Tyrwhitt Street) as per the concept plan.

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.39	F2022/00037	Signage Parking	Resident Parking	AL	Yes

RESIDENT PARKING SCHEME

MAROUBRA - MB1

Botany Bay National Park

Coastal Walkway

MB1 (Proposed Area)

Maruboro Reserve

Maroubra Beach

Arthur Byrne Reserve

Hereward Reserve

John Shore Reserve

Maxwell Avenue Reserve

Mons Avenue Reserve

Broadarrow Reserve

Jack Vanny Reserve

Mahons Park

Reserves and Parks: Allawah Park, Boomerang Street, Malabar Avenue, Second Avenue, The Caulisway, Torrington Avenue, Caulisway, Duncan Street, Bond Street, Sackville Street, Victoria Avenue, Sackville Avenue, Bond Street, Seavern Street, Fitzroy Avenue, Chapman Avenue, Maxwell Avenue, Broadarrow Avenue.

Streets: Torrington Avenue, Caulisway, Duncan Street, Bond Street, Sackville Street, Victoria Avenue, Sackville Avenue, Bond Street, Seavern Street, Fitzroy Avenue, Chapman Avenue, Maxwell Avenue, Broadarrow Avenue.

Other labels: PLACE HARRISON, TORRINGTON AVENUE, LURLINE STREET, IMMAN STREET, BANKS STREET, DAVINE STREET, WILSON ROAD, CORRO ROAD, PARADE, MARINE, TORRINGTON STREET, SACKVILLE STREET, BOND STREET, VICTORIA AVENUE, SACKVILLE AVENUE, BOND STREET, SEVERN STREET, FITZROY AVENUE, CHAPMAN AVENUE, MAXWELL AVENUE, MONS AVENUE, BROADARROW AVENUE.

North Arrow

About the Survey

In December 2021, Council surveyed some 1930 residents of Randwick area of the proposed Maroubra Beach (MB1) resident parking area to see if there was community support for the introduction of the Resident Parking Scheme into the area.

Those residents being surveyed received a letter from Randwick City Council with a notification regarding the online survey. Residents could respond to the survey by visiting the Council's "Your Say" Randwick website.

Some 293 local residents responded. The following data relates to the 293 responses from residents of the proposed area.

Survey findings

1. Eligibility:

Respondents were asked questions about their household vehicle ownership and number of off street parking spaces available to them, to determine their eligibility for the resident parking scheme.

How Many Vehicles does your household have? Please include company cars that are usually brought home	Base	293(100%)
	None	1(0.3%)
	One	107(36.5%)
	Two	119(40.6%)
	Three	49(16.7%)
	Four or more	17(5.8%)

The majority of households responding to the survey have one (36.5%) or two (40.6%) vehicles. Only 22.5% of the responding households have 3 or more vehicles and 0.3% have none.

How many off street parking does your household have?	Base	293(100%)
	None	72(24.6%)
	One	153(52.2%)
	Two	52(17.7%)
	Three or more	16(5.5%)

The majority of households responding to the survey have one (52.2%) or two (17.7%) off-street parking spaces. Only 5.5% of the responding households have 3 or more vehicles and 24.6% have none.

2. On Street Parking Access:

All respondents with vehicles were asked about their experiences accessing on street parking.

How often, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	293(100%)
	Never	96(32.8%)
	Day	40(13.7%)
	Night	32(10.9%)
	Day & Night	125(42.7%)

From the responses, 32.8% of respondents claimed that they never experienced problem accessing on street parking, and 42.7% said that they did experience problems both day and night. About 10.9% of respondents claimed to experience problems finding on street parking near their residence during night-time. Only 13.7% of respondents have experienced problems finding on-street parking during daytime.

Overall, 57.3% of respondents were NOT in favour of the proposed introduction of the resident parking scheme, compared with 34.1% who were in favour of the scheme.

After reading the Resident Parking Scheme Fact Sheet and map that came with the survey, do you support an introduction/extension of the Resident Parking Scheme to your area?	Base	293(100%)
	Yes	100(34.1%)
	No	168(57.3%)
	Don't know	25(8.5%)

The analysis of the street-by-street results is presented in the following table along with any recommended changes to parking arrangements. Given its extensive length, the Marine Parade results have been divided generally on a 'block by block' basis, to better capture the localised parking issues.

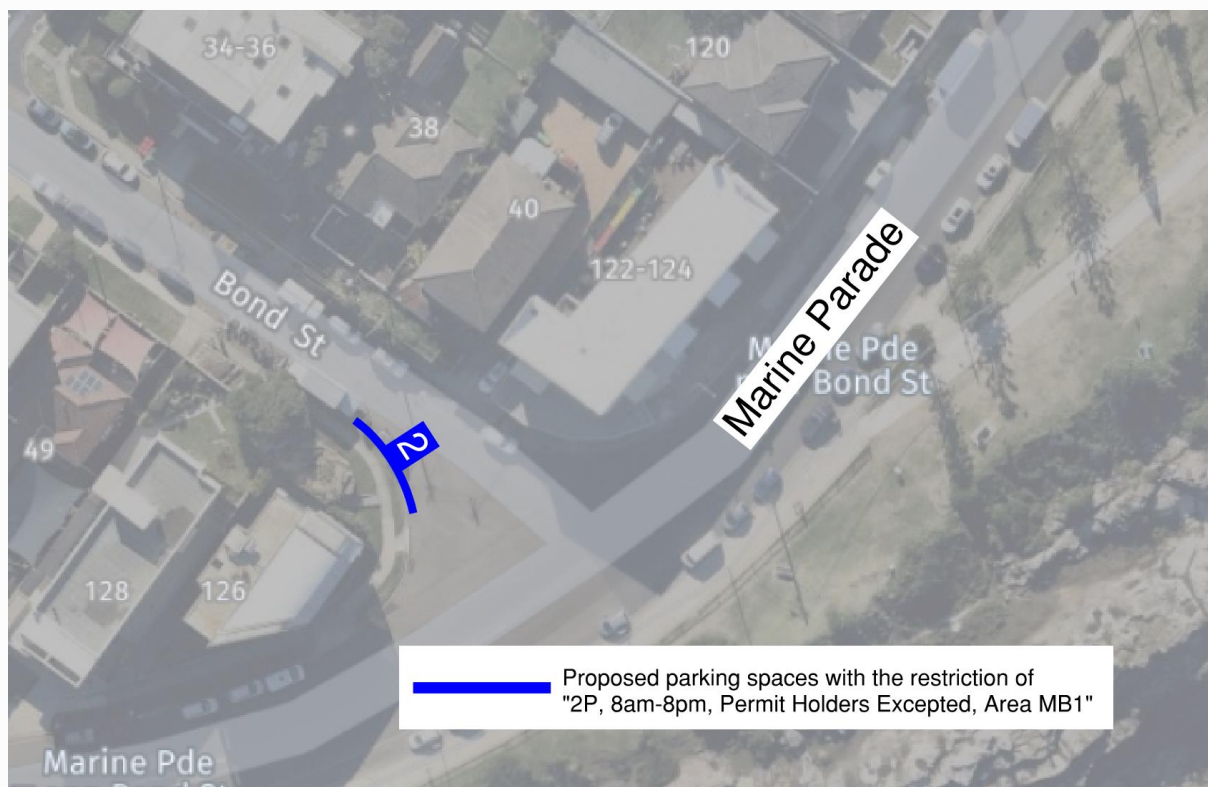
Street-by-Street Results of Area MB1 and its recommendation			
Street	Voting		Recommendation
	No	Yes	
Bellevue Street	4(100%)	0(0%)	No Change
Sackville Street	16(64%)	9(36%)	No Change
Bona Vista Avenue	14(70%)	6(30%)	No Change
Bond Street	11(58%)	8(42%)	Refer to Marine Parade - between Sackville Street and Bond Street recommendation
Maroubra Road	10(56%)	8(44%)	No Change
Marine Parade – between 2 Marine Pde and Wilson St	0(0%)	2(100%)	No Change, both who voted yes are not eligible for resident parking permit
Marine Parade – between Wilson St and Torrington Rd	6(60%)	4(40%)	No Change
Marine Parade – between Torrington Rd and Sackville St	3(50%)	3(50%)	No Change
Marine Parade – between Sackville St and Bond St	0(0%)	3(100%)	Install 2 spaces of resident parking zone on Bond Street
Marine Parade – between Bond St and Maroubra Rd	2(67%)	1(33%)	No Change
Marine Parade – between Maroubra Rd and McKeon St	4(36%)	7(64%)	Install 6 spaces of resident parking zone
Marine Parade – between McKeon St and Mons Ave	0(0%)	0(0%)	No Change
The Corso	14(78%)	4(22%)	No Change
Wilson Street	3(50%)	3(50%)	No Change
Inman Street	6(86%)	1(14%)	No Change
Duncan Street	24(71%)	10(29%)	No Change
Undine Street	5(100%)	0(0%)	No Change
Chapman Avenue	11(85%)	2(15%)	No Change
Severn Street	3(60%)	2(40%)	No Change
McKeon Street	11(52%)	10(48%)	No Change
Torrington Road	7(88%)	1(13%)	No Change
Hereward Street	10(43%)	13(57%)	Install 15 spaces of resident parking zone
Fenton Avenue	1(50%)	1(50%)	No Change
Banks Street	3(100%)	0(0%)	No Change
Beaumont Avenue	0(0%)	2(100%)	Install 4 spaces of resident parking zone

Of the 19 streets surveyed, the majority of respondents from three streets, were in favour of introducing the Resident Parking Scheme to their street.

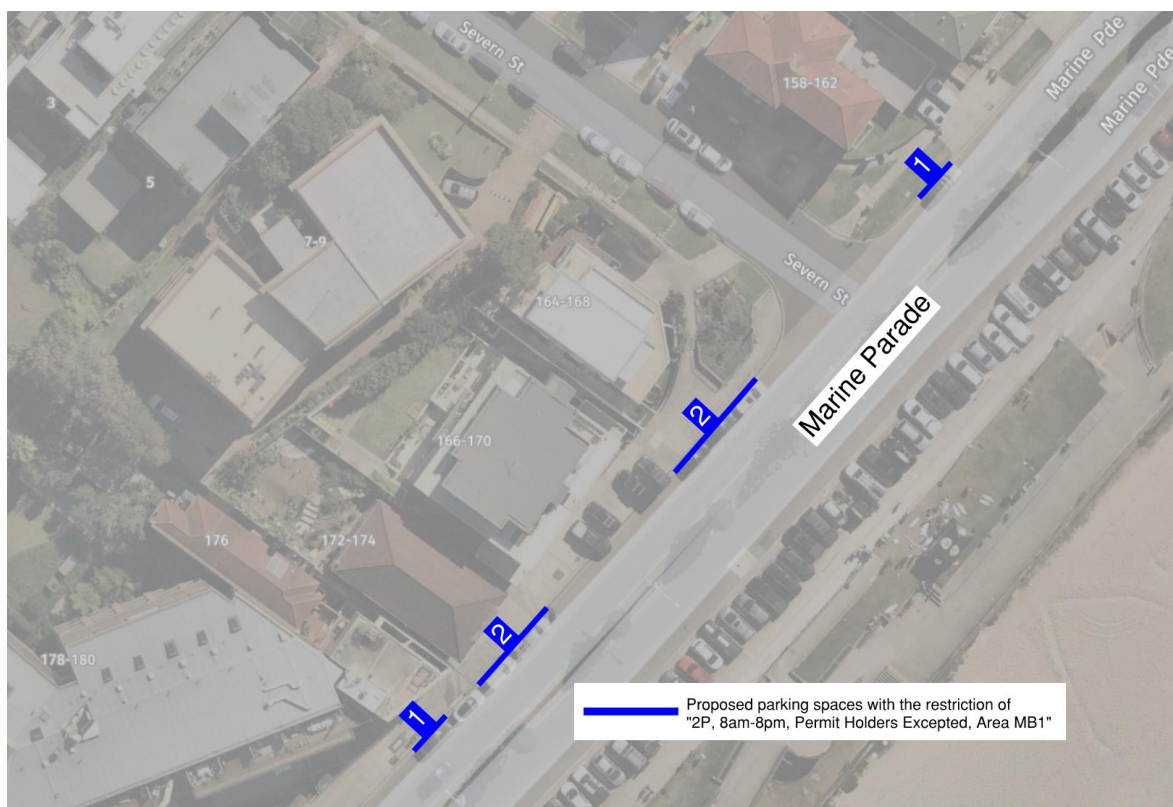
Of these streets:

- 1) Marine Parade:
 - i) Between 2 Marine Parade and Wilson Street – further analysis of the data showed that the two residents who voted ‘yes’ would not be eligible to be issued with a parking permit. Therefore, no change is recommended.
 - ii) Between Sackville Street and Bond Street – further analysis of the data showed that one of the residents who voted ‘yes’ wouldn’t be eligible to be issued with a parking permit. Therefore, only two new resident parking spaces will be installed. Additionally, due to the existing parking restriction in the vicinity, the next best alternative location for the resident parking zone is in Bond Street. As such, it is recommended that the two new resident parking spaces are installed in Bond Street, as shown in Concept Plan #1 below.
 - iii) Between Maroubra Road and McKeon Street - further analysis of the data showed that one of the residents who voted ‘yes’ wouldn’t be eligible to be issued with a parking permit. Therefore, only six new resident parking spaces will be installed, as shown in Concept Plan #2 below.
- 2) Hereward Street – the majority of respondents voted yes; therefore, 15 new resident parking spaces will be installed, as shown in Concept Plan #3 below.
- 3) Beaumont Avenue – the majority of respondents voted yes; therefore, 4 new resident parking spaces will be installed, as shown in Concept Plan #4 below.

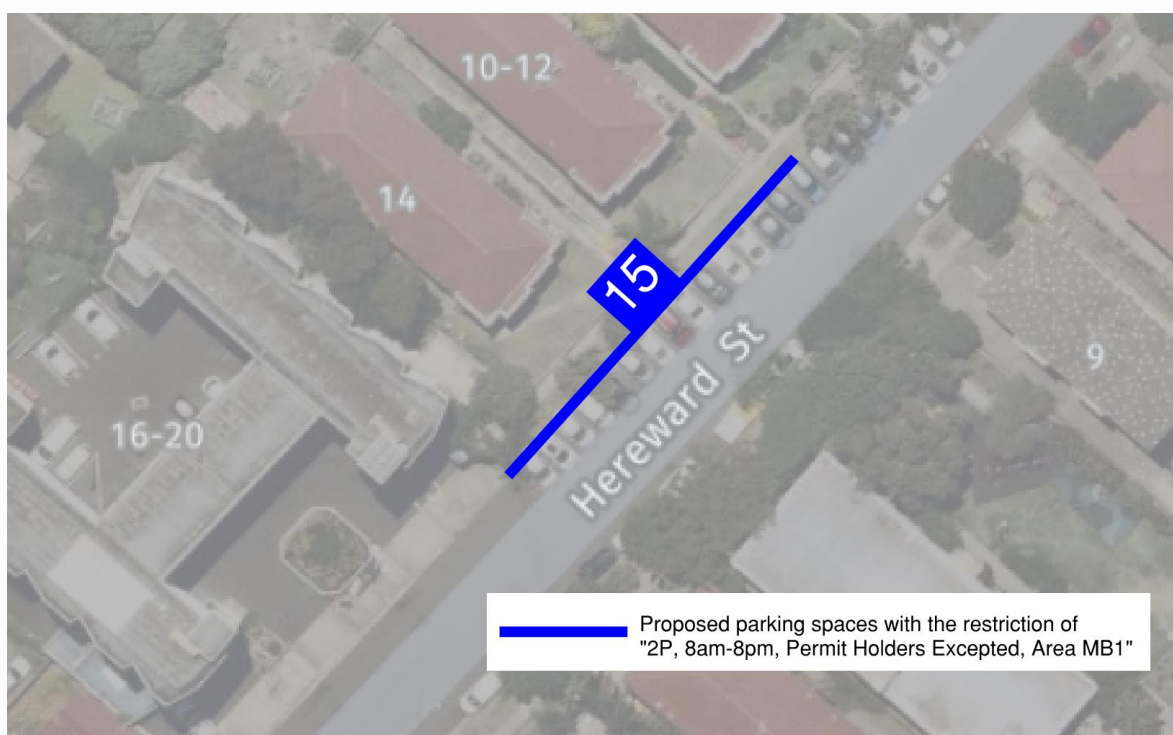
The new authorised resident spaces, recommended in the above table, are marked in the following concept plans:



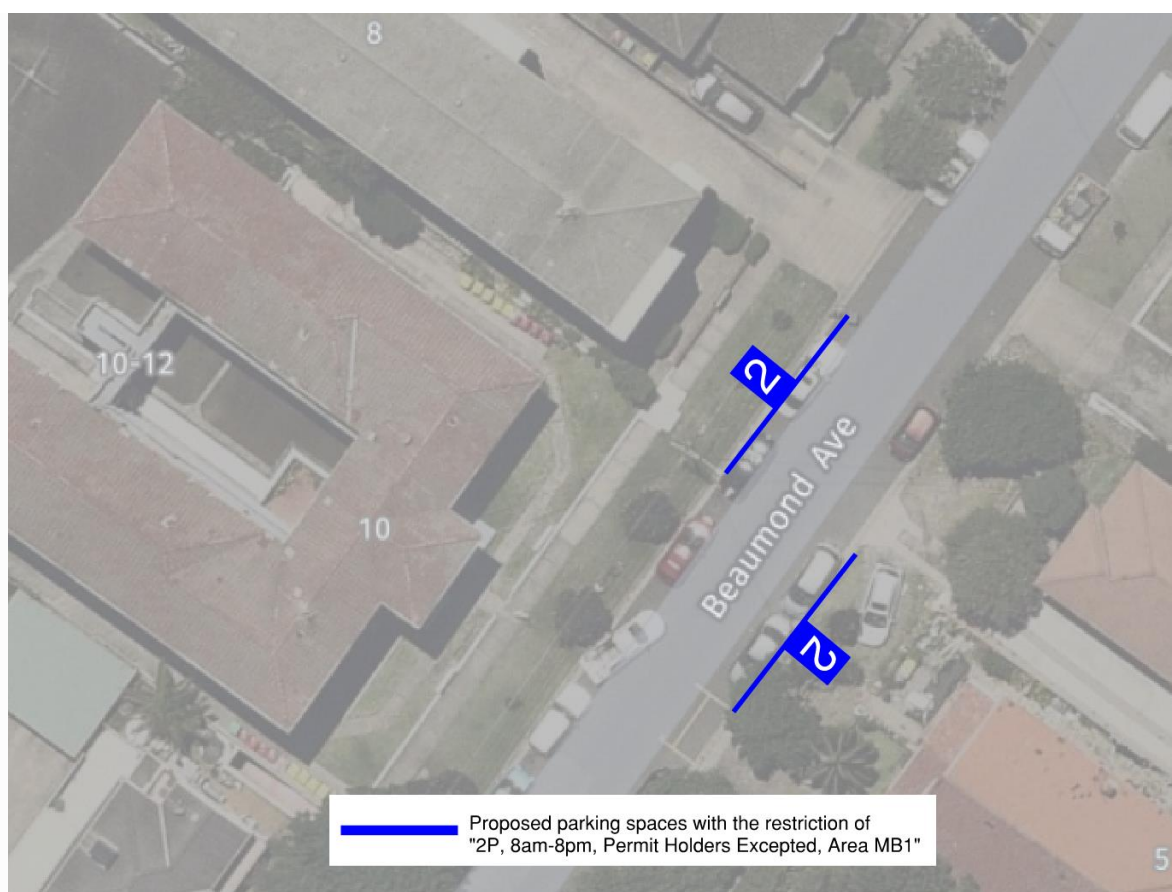
Concept Plan #1: Marine Parade - Between Sackville Street and Bond Street



Concept Plan #2: Marine Parade - Between Maroubra Road and McKeon Street



Concept Plan #3: Hereward Street



Concept Plan #4 – Beaumont Avenue

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That, given the community feedback, the following actions are endorsed:

1. Install 2 resident parking spaces "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the southern side of Bond Street, starting at 10m west of Marine Parade and continue for another 12m westerly, as shown in Concept Plan #1;
2. Install 5 resident parking spaces "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the western side of Marine Parade, at the frontage of 176 Marine Parade to 164-168 Marine Parade, as shown in Concept Plan #2;
3. Install 1 resident parking space "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the western side of Marine Parade, at the frontage of 176 Marine Parade to 158-162 Marine Parade, as shown in Concept Plan #2;
4. Install 15 resident parking space "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the western side of Hereward Street, at the frontage of 10-12 Hereward Street to 14 Hereward Street, as shown in Concept Plan #3;
5. Install 2 resident parking space "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the western side of Beaumont Avenue, at the frontage of 8 Beaumont Avenue, as shown in Concept Plan #4;
6. Install 2 resident parking space "2P, 8am-8pm, Permit Holders Excepted, Area MB1" on the eastern side of Beaumont Avenue, at the frontage of 5 Beaumont Avenue, as shown in Concept Plan #4;

7. The residents of the affected locations of Maroubra Beach be notified about the proposed parking changes; and
8. In line with the Resident Parking Scheme review processes, this area not be surveyed again, until at least 2026, unless there is a major change to parking conditions in this area.

TC40/22 Traffic Committee Report - McKeon Street, Maroubra - Streets as Shared Spaces (M) (F2021/00587)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.40	F2021/00587	Event	Road Closure – Temporary	DK	Yes

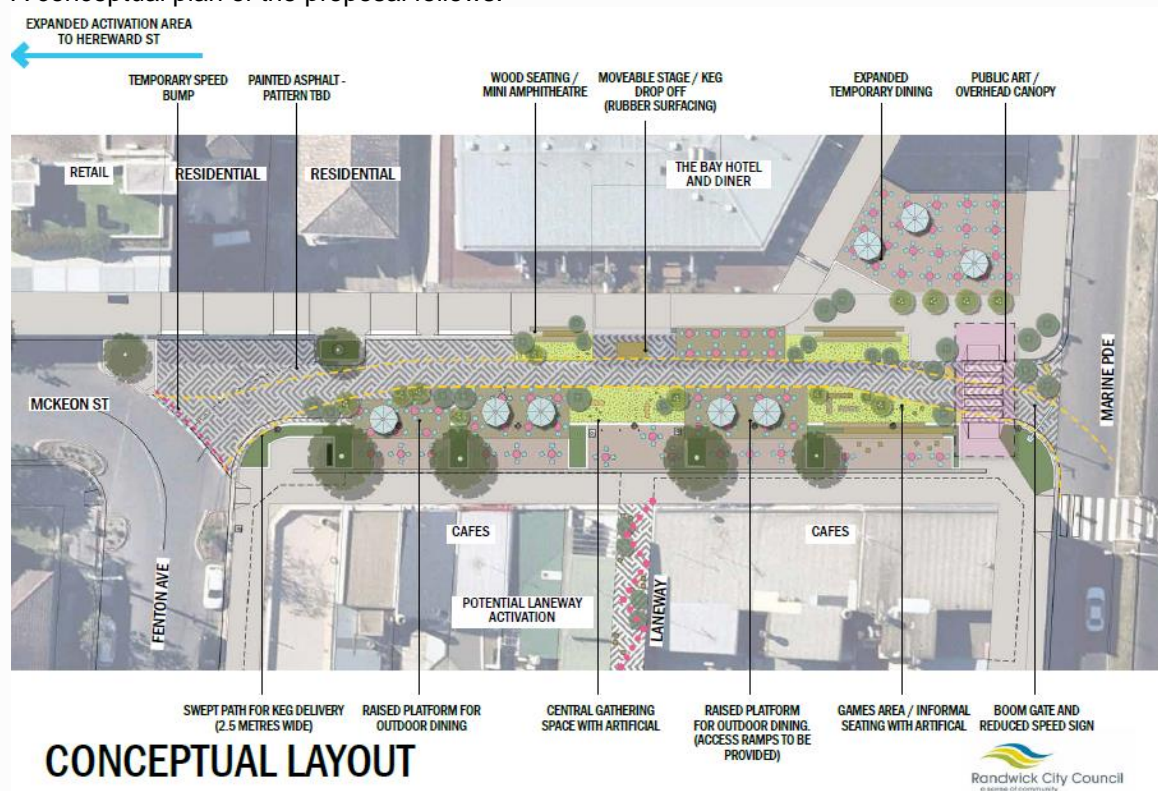
In November 2021 the Council submitted an application for a grant as part of the Department of Planning, Industry and Environment (DPIE) Shared Spaces funding. The commercial section of McKeon Street is the focus of this application and extends from Fenton Avenue to Marine Parade.

The objective of the Department of Planning, Industry and Environment (DPIE) Shared Spaces funding and the proposed concept was twofold; to support local businesses during the pandemic and to support the community with safer spaces to practice physical distancing. In preparation of the possible eligibility for the grant funding and the tight timeline deadlines, the proposal is put forward to the Randwick Traffic Committee meeting in order to obtain an in-principle approval.

McKeon Street, between Marine Parade and Fenton Avenue, is currently a one-way westbound street, with a wider footpath along the western side, and at triangular plaza which is under utilised on the corner of McKeon and Marine Parade, in front of The Bay Hotel. There is currently parking along both sides of McKeon Street, and a marked pedestrian crossing at its intersection with Marine Parade.

Council would utilise the grant funding to trial the closure of this section of McKeon Street to general traffic and remove the existing street parking which will be offset with the introduction of 90° angle parking in nearby Fenton Avenue. Vehicular access from Marine Parade would be strictly limited to the essential servicing requirements of the hotel. Vehicular access from the Fenton / McKeon intersection would be limited to the minor access requirements of the limited no of unit blocks in this part of McKeon Street.

A conceptual plan of the proposal follows:

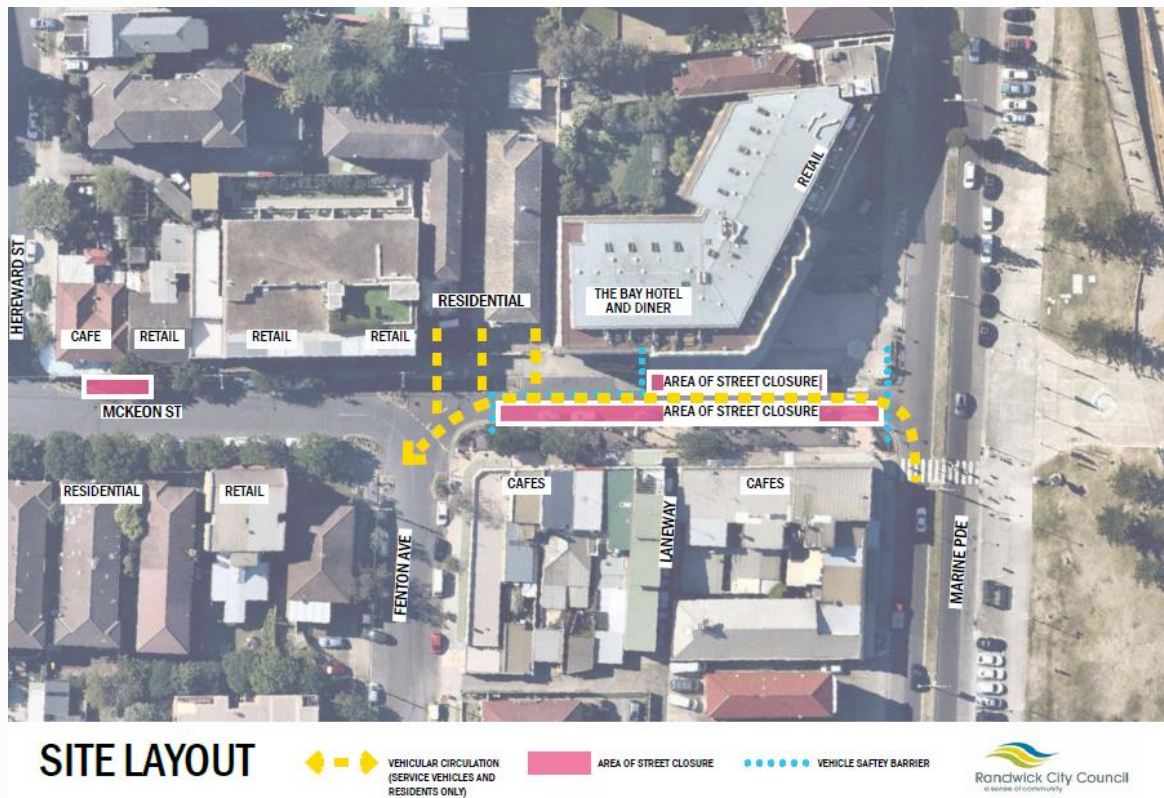


The newly created and reclaimed space of approximately 400 square metres will incorporate a mixture of areas for public alfresco dining and defined areas for general seating, gatherings, public art, creative programming and activations.

The proposal will:

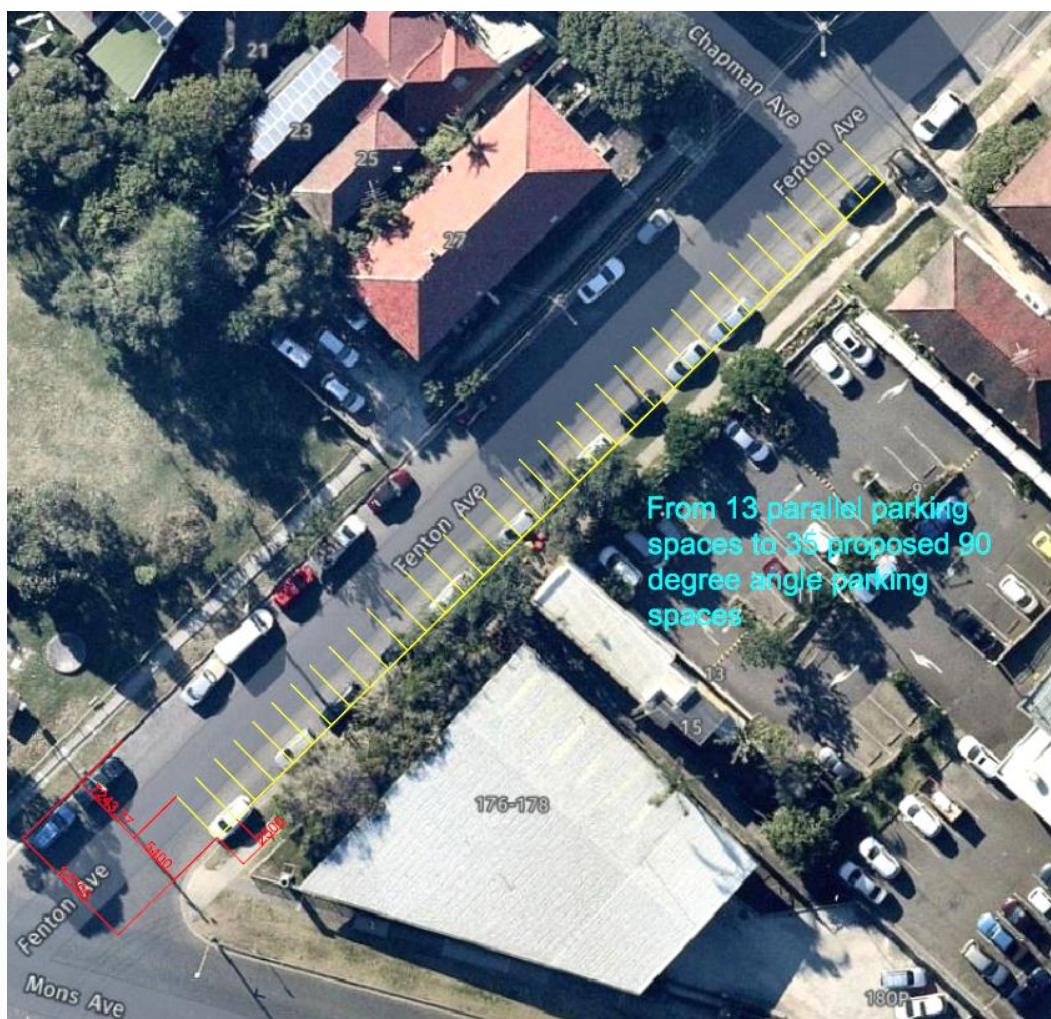
- Implement the road closure of McKeon Street from both Marine Parade and Fenton Street to prevent any motorists mistakenly driving through.
- Maintain resident access for properties No.38 and No.40 on the western side of McKeon Street, near Fenton Street through the adjustment of the street to a two-way flow. This will include the installation of vehicle safety barriers and the possible removal of the kerb nib outside No.40 McKeon Street.
- Maintain time limited access for Authorised Vehicles / Service Vehicles only to ensure businesses such as the local pub can receive their keg deliveries. The access will be managed by installation of a boom gate at the eastern side of McKeon Street for entry from Marine Parade at specific days and not at a time of high pedestrian movements, with the street being fully closed all other times.
- Introduce a 10km/h shared zone and install signage and road markings as per requirements.

A site layout indicating the alternative traffic conditions of the proposed closure follows:



The project will result in the removal of 14 on- street parking spaces. This will be offset with the conversion of the parallel parking on the southern side of Fenton Street to 90-degree angle on-street parking spaces, and the provision of a Loading zone. as per the proposed changes below:

- Mons Avenue to Chapman existing 13 parallel on-street parking spaces converted to 35 on-street parking at 90-degree angle



- Chapman Street to No.1A McKeon Street existing 6 parallel on-street parking spaces converted to 13 on-street parking at 90° angle
- Existing 5 parallel on-street parking spaces to remain whilst providing for a time limited Loading Zone



The State Government's Streets as Shared Spaces Fund aims to support local communities and local businesses through the Covid-19 pandemic. It is anticipated that the McKeon Street, road closure trial will provide safe people focussed community spaces that incorporate recreational and creative activities within Maroubra beach commercial centre. The proposal is initially for a six-month trial period with project installation commencing in September 2022. Note that the Streets as Shared Spaces guidelines stipulate that if the project is installed but becomes unsafe or is not meeting the needs of the community or objectives then it can be removed.

Resourcing Strategy implications

If approved, funding for this project would be provided by the NSW State Government.

Cr Olive commended the proposal and suggested that one of the elements that should be installed is bicycle racks. He also provided positive comments about the types of street furniture and shading which should be pursued for this project. Mr Lehmann agreed to seek installation of bike racks and to relay the other ideas, as raised by Councillor Olive, with the relevant Council officer, for possible inclusion in the final, detailed, plans.

Recommendation

That the proposed traffic and parking changes relating to the road closure of McKeon Street, between Marine Parade and Fenton Avenue, Maroubra, as detailed within this report, are approved in-principle, provided that Council submits the detailed design and Traffic Management Plan (TMP) to Transport for NSW for endorsement prior to implementation of the project.

TC41/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - March 2022 (C & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.41	D04434886	Signage Parking	Loading Zone	RM	Yes

The following Minor Signage matters are listed for the Committee's consideration.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC41/22.1	Alfreda Street, COOGEE (C) (D04434886-RM) (AD)	Remove the 15m Loading Zone, 6:00am-5:00pm, Mon-Fri, 6:00am-12:30pm, Sat-Sun at the frontage of 33 Alfreda Street, Coogee.	Yes	Loading Zone is frequently occupied by nearby gym members driving utes.
TC41/22.2	Alfreda Street, COOGEE (C) (D04434886-RM) (AD)	Install a 15m Truck Zone, 6:00am-5:00pm, Mon-Fri, 6:00am-12:30pm, Sat-Sun on the southern side of Alfreda Street, adjacent to 33 Alfreda Street, Coogee.	Yes	To only permit trucks to park in the Truck Zone for them to deliver to local business.
TC41/22.3	Boundary Street, CLOVELLY (C) (D04443545-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 9 Boundary Street, Clovelly.	Yes	MIPPS is no longer required.
TC41/22.4	Cuzco Street, SOUTH COOGEE (C) (D04460682-RM) (AD)	Install a 1.8m No Stopping C3 yellow linemarking on the southern side of Cuzco Street, between the driveway of nos. 37 and 39 Cuzco Street, and a 2m No Stopping C3 yellow linemarking on the southern side of Cuzco Street, between the driveway of nos. 39 and 41 Cuzco Street, South Coogee.	Yes	To prevent vehicles from blocking the driveways of nos. 37, 39 and 41 Cuzco Street.

TC41/22.5	Dolphin Street, COOGEE (C) (D04408412-AL) (AD)	Install 25m of resident parking spaces "2P, 8am-10pm, Permit Holders Excepted, Area CO2" at the southwest corner of Dolphin Street and Glenwood Avenue intersection, starting from 10m west of Glenwood Avenue, and extending westerly for 25m.	Yes	To provide for the increased resident parking permits issued to residents of Dolphin Street, in Area CO2.
TC41/22.6	Green Street, MAROUBRA (M) (D04459060-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 45-47 Green Street, Maroubra.	Yes	MIPPS is no longer required.
TC41/22.7	Green Street, MAROUBRA (M) (D04459060-RM) (AD)	Install a 6m ¼P, 7:00am-6:30pm, Mon-Fri, 7:00am-2:00pm, Sat zone on the southern side of Green Street, adjacent to 45-47 Green Street, Maroubra.	Yes	To assist customers with Mobility Parking Scheme (MPS) card to park closer to the Maroubra Dynamic Physiotherapy.

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action.

TC42/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - March 2022 (C & H) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.42	F2005/00521	Signage	Works Zone		Yes

Construction sites often involve the use of trucks, cranes and other large vehicles. Without special parking provision, the positioning of such vehicles, close to these sites, can cause significant problems for local residents or businesses. It is for this reason that the Council requires the creation of Works Zones at construction sites. Once the project is completed the Works Zone is removed (see Works Zone Conditions of Use detailed elsewhere within this document).

Accordingly, it is recommended that Works Zones be installed, or removed, at the locations detailed within the following table:

Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	nil			nil	nil	nil

REMOVAL						
2.	Beach Street, Coogee (C)	W	8	30 Beach Street	Unrestricted	LA/1508/2019 CRM 501861-DA (AD)
3.	Southern Cross Close, Kingsford (H)	S	16	22 to 28 Gardeners Road	No Parking	LA/555/2021 ITD-RM (AD)

(Reference [NSW Road Rule 181](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the Works Zones listed in the Works Zones Table, are installed or removed, as detailed; with the Schedule of Conditions applying to any new Works Zones approved for installation.

TC43/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - March 2022 (M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.43	F2008/00166	Signage, Parking	No Stopping		Yes

The Council regularly receives requests for action to be taken with regard to vehicles being parked illegally at intersections. Such vehicles block sightlines to and from vulnerable road users such as pedestrians or bike riders. They can also obscure motorists' views of approaching vehicles, and, they can create difficulties for fire engines, garbage trucks or other large service vehicles which need to access the neighbourhood.

To ensure compliance with the legally mandated parking prohibitions at intersections, it is recommended that No Stopping signage be installed as per the following table:

Item No.	Street	Suburb	Side	Dist.	Direction	Of	Ref's and / or Comments
1.	Royal Street	Maroubra (M)	East	10m	North	Nevorie Crescent	D04460137-RM (AD)
2.	Dolphin Street	Coogee (C)	South	10m	West	Glenwood Avenue	(D04408412-AL) (AD)

(Reference [NSW Road Rule 170](#))

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Signs and Lines' allocation.

Recommendation

That the No Stopping signage proposals, listed in the Parking Control Signage at Intersections table, are approved for installation.

TC44/22 Traffic Committee Report - Transport for NSW Funded Project Status - March 2022 (C,H&M) (F2021/00209)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.03.44	F2021/00209	Road Safety	Road Safety	TL	Yes

The State Government provides regular funding under a number of programs for road safety, pedestrian and bike riding improvements. These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available for pedestrian safety projects. Randwick Council was successful in securing funding for seventeen projects for the 2021/2022 financial year. The total funds secured by Randwick Council for this financial year exceed \$2,990,000. All projects are 100% externally funded.

The following table shows the status of projects approved for the current, 2021/2022, year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0070089	Oberon Street and Arden Street, Coogee Improve deflection angle of existing roundabout	NSW Safer Roads	\$94,619	Design development is underway within the Council's civil design team
P.0069754.06	Moverly Road, Maroubra - Raise existing pedestrian crossing, create wombat crossing	Federal Stimulus Road Safety Program School Zones (FSRSPSZ)	\$150,000	Construction completed.
P.0069760.01	Anzac Pde at Franklin Street (southern intersections), Matraville - Signalise multi-carriageway intersection	FSRSPSZ	\$1,300,000	Design development is underway utilising a specialist consultant & ongoing discussions are being undertaken with TfNSW
P.0069754.07	Perouse Road (at Aeolia Street), Randwick - Raise existing pedestrian crossing, create wombat crossing	FSRSPSZ	\$150,000	Construction completed.
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	Construction completed.
P.0069754.09	Rainbow Street (at Ellen Street and Hendy Avenue), Coogee - Install two pedestrian refuges	FSRSPSZ	\$160,000	<u>Rainbow/Ellen:</u> Three design options have been completed – now subject to community consultation. <u>Rainbow/Hendy</u> Construction completed.

P.0069754.10	King Street, Randwick- Install pedestrian refuge near Montefiore Randwick	FSRSPSZ	\$100,000	Construction completed.
P.0069754.11	Clovelly Road (near Dans Avenue / Knox Street), Clovelly - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	Construction completed.
P.0069754.12	Maroubra Road & Hannan Street, Maroubra - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	<i>Given the Maroubra Rd traffic route study (currently underway), TfNSW has agreed that this project be supplanted by the Barker Street pedestrian refuge, west of Easy Street (see item below)</i>
P.0069754.12	Barker Street, west of Easy Street, convert roundabout splitter island to fully dimensioned pedestrian refuge.	FSRSPSZ	\$100,000	Construction completed.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	Construction completed.
P.0069754.14	Oberon Street & Higgs Street, Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given localised design constraints the scope of this project was changed to a pair of kerb nibs. This device has now been installed.
P.0069754.15	Bream Street (at Mount Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway within the Council's civil design team.
P.0069754.16	Brook Street (at Clovelly Road), Coogee - Upgrade exist. ped. refuge	FSRSPSZ	\$80,000	<i>During design development it was recognised that the required design constraints would result in no actual improvements to the existing pedestrian refuge at this site Accordingly, Randwick Council sought TfNSW's & CRS's approval to replace this project with the pedestrian refuge previously approved by the Traffic Committee at the Arden Street / Bream Street intersection. (see item below)</i>

P.0069754.16	Arden Street, just south of Bream Street - Install pedestrian refuge -	FSRSPSZ	\$80,000	Construction completed.
P.0069754.17	Chepstow Street (at Stanley Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given site constraints it was agreed to replace proposed ped. refuge with a raised platform proposal. And, given their upcoming DA works, contact was made with Emanuel School. The works are now scheduled for the April 2022 school holidays.
P.0069754.18	Carter Street (at Avoca Street), Randwick – Install continuous footpath treatment	FSRSPSZ	\$100,000	Construction completed.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	Construction completed.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	Construction completed.

This table will be updated each month and will be reported upon, at each Traffic Committee meeting.

Resourcing Strategy implications

All funding for these projects has been made available through Transport for NSW or from the Federal Government.

Recommendation

That the information be received.

General Business

Urgent Matters OR Matters for Future Investigation

TC45/22 Bundock Street, Randwick (Coogee)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.45		Road Safety	Road Safety	TL	Yes

Mr Opit, resident, raised concerns about the operation of the Bundock Street/ Avoca Street intersection. In particular, he stated that left turning Bundock Street traffic, at Avoca Street, was often delayed by one or two motorists turning right, into Avoca Street.

Mr Lehmann agreed to have this matter investigated and, if appropriate, reported back to a future meeting of this Committee.

Recommendation

That the information be received.

The meeting closed at 10.23am.