



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 10 MAY 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

Mr Duncan Scott 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 Hugo Pezzotti	Eastern Beaches LAC
Mr James Miranda	Representative for the Member for Coogee
Cr Michael Olive	Councillor (East Ward) Traffic Committee Delegate
Cr Philipa Veitch	Councillor (West Ward)
Ms Nadia Morgan	Transdev John Holland
Ms Kate Lewis	Transport for NSW (TfNSW)
Ms Angela Greenlees	Transport for NSW (TfNSW)
Mr Lee Roberts	BIKEast
Ms Helen Fragakis	South Eastern Sydney LHD
Ms Lillian Azrag	UNSW
Ms Joann Sayers	Rainbow Street Public School
Mr Craig Muldoon	Rainbow Street P&C
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident
Mr Paul Wright	Resident

Mr Duncan Scott, Mr Sri Sritharan, Ms Heidi Leadley, Ms Dilruba Akhter, Ms Despina Kalavas, Ms Lauren Bonomini, Mr Reza Ahmed, Ms Jay Lee-Pieterse, Mr Ali Yassine, Mr Jesse Grazotis and Ms Jai Sue – Randwick City Council

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

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TC65/22 Traffic Committee Report - Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C) (F2020/00231)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.65	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.

Mr Lehmann declared a non-pecuniary interest in this matter and left the meeting during discussion of this item.

Mr Chilcott (resident) suggested that NSW was 'business as usual' again and that the Special Parking arrangements should be reviewed. In particular, he expressed concern about the parking arrangements near to Randwick shops and The Spot locality. Ms Kalavas (RCC) advised that Council will check with other authorities and the hospital and will seek to propose a likely end date at the next Traffic Committee meeting.

Mr Chilcott also suggested that, when Mr Lehmann steps out of the meeting, it should be his supervisor who addresses this matter. Ms Kalavas advised that she will relay this suggestion back to management.

Recommendation

That:

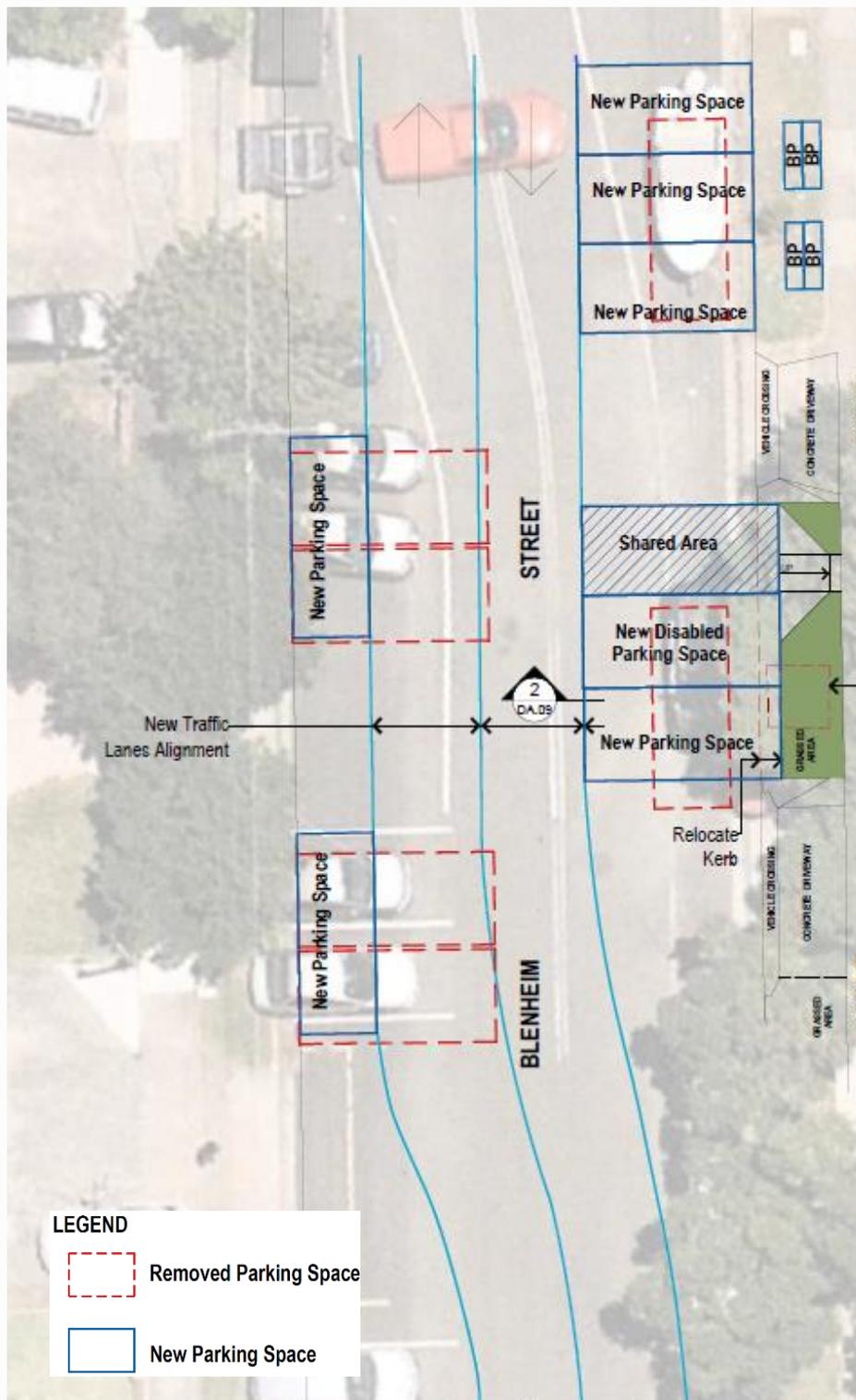
1. the existing special parking arrangements near to the Prince of Wales Hospitals, for all staff of the Emergency Departments and the Intensive Care units, be retained; and
2. this matter be reviewed again at next month's Traffic Committee meeting, with a possible end date being proposed, at that time.

TC66/22 Traffic Committee Report - Blenheim Street, Randwick - Linemarking & Parking (C) (F2004/07232)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.66	F2009/00296	Signage Parking	Angle Parking	TL	Yes

It is proposed to adjust linemarking and parking arrangements in the vicinity of no.17 Blenheim Street, Randwick, in order to maximise parking supply and to meet future demands for mobility parking.

The proposed changes are shown in blue line work on the image below. The existing arrangements can be seen within the aerial photo image:



Implementation of these changes results in one additional parking space being available for public use and one new Mobility Impaired Persons Parking Space (including cross-hatched set down area) being created.

Resourcing Strategy implications

There are no financial implications arising from this report.

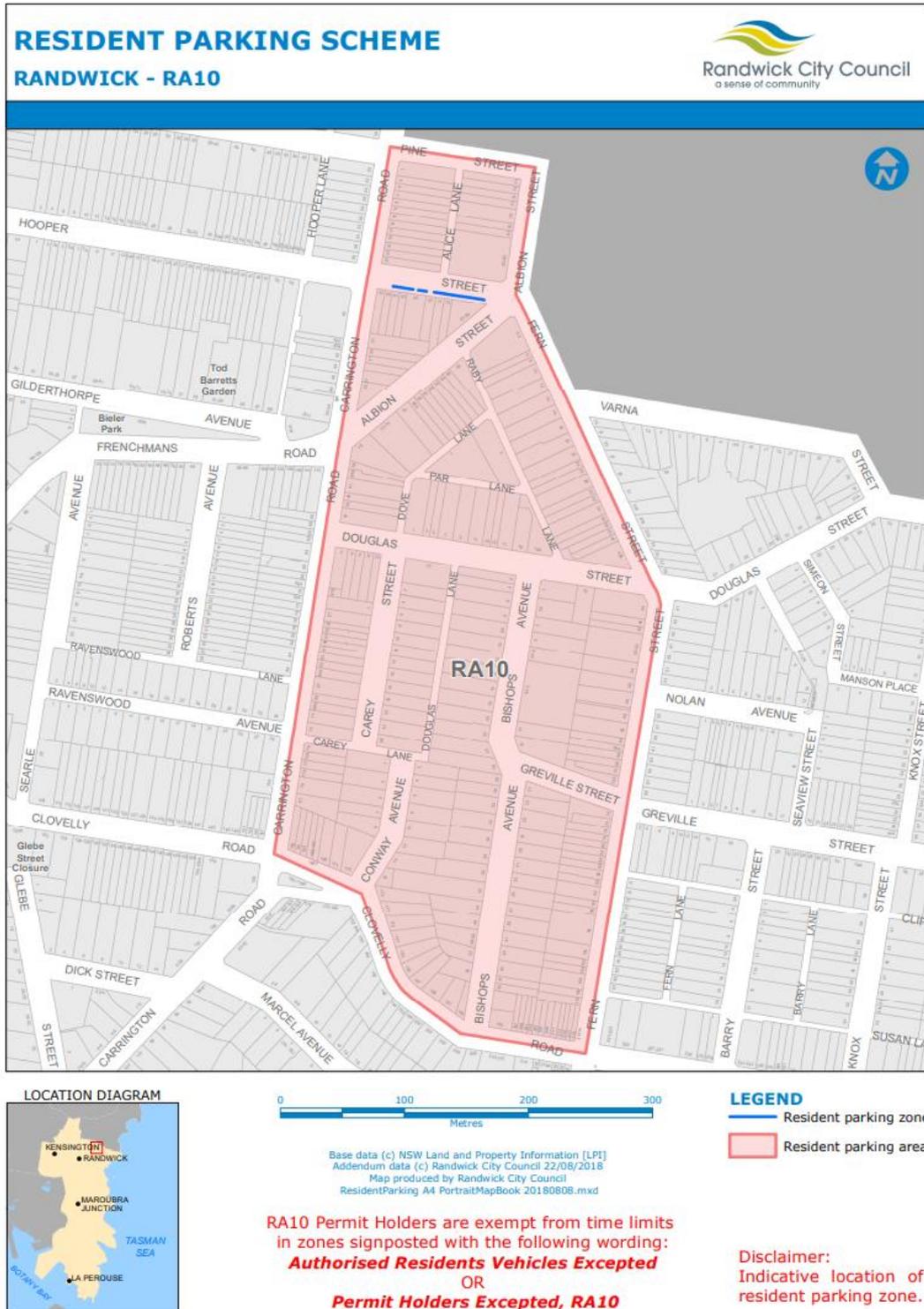
Recommendation

That the parking arrangements near to no.17 Blenheim Street, Randwick, be adjusted as per the diagram included within this report.

TC67/22 Traffic Committee Report - Carrington Rd, Hooper St and Albion St, Randwick - Resident Parking Scheme Area RA10 (C) (F2004/06136)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.67	D04521259, D04513776 & D04537397	Resident Parking	Resident Parking- 2P Resident Parking	DA	Yes

Some local residents have raised concerns with the Council about difficulties in finding parking within the RA10 Resident Parking Area (RPA). The extent of the RA10 RPA is shown in the map below:



As a result of the residents raising their concerns, a desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in RA10 - in the vicinity of Hooper Street Carrington Road, Albion Street and in Fern Street, Randwick.

The analysis of the resident parking audit is presented in the following table;

Desktop Analysis - Permits issued vs RPS zone in RA10 by streets

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
RA10	Hooper Street (between Carrington Road and Albion Street)	6	21	No Change
RA10	Albion Street (between Hooper Street and Carrington Road)	6	0	Sufficient resident parking spaces available in nearby Hooper Street to service the permit holders
RA10	Carrington Road (between Pine Street and Albion Street)	1	0	Install 2 resident parking spaces in front of 27 and 29 Carrington Road
RA10	Fern Street (between Albion Street and Douglas Street)	0	0	No Change

It is evident from the above data that there are sufficient resident parking spaces available in Hooper Street to service the parking demands of the resident permit holders in nearby streets. However, to better service Carrington Road permit holders it is proposed that an additional two resident parking spaces be installed at the frontage of 27-29 Carrington Road, Randwick.

Resourcing Strategy implications

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

Recommendation

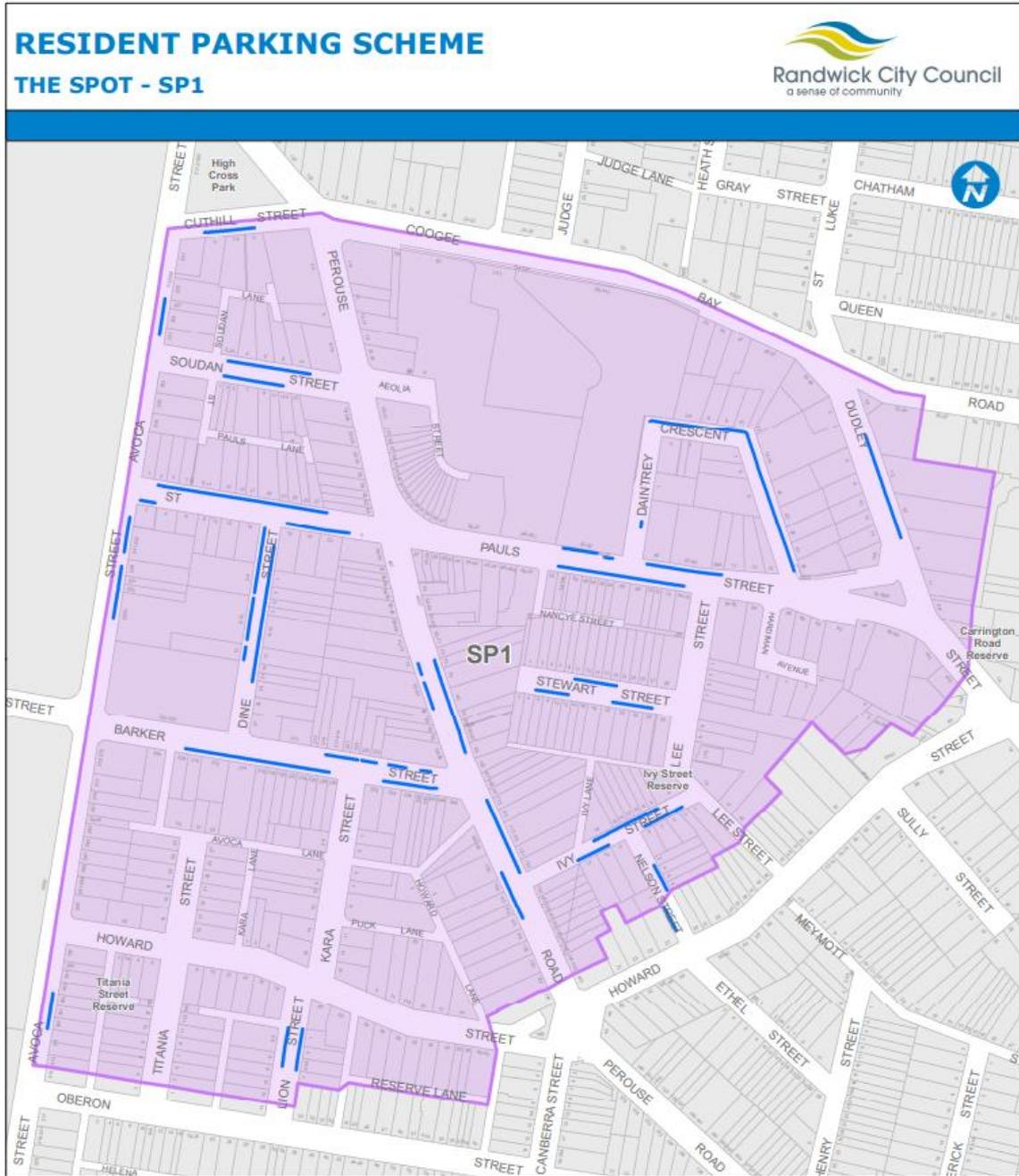
That:

1. Two additional resident parking spaces "2P, 8am-6pm, Mon-Sun, Permits Holders Excepted, Area RA10" be installed on the eastern side of Carrington Road, Randwick (at the frontage of nos 27-29 Carrington Road); and
2. The affected residents be notified about the expansion of the resident parking zone in RA10.

TC68/22 Traffic Committee Report - Perouse Road, Randwick - Resident Parking Scheme Area SP1 (C) (F2004/06136)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.68	D04519713	Resident Parking	3P Resident Parking	DA	Yes

A resident has raised concerns about difficulties he is experiencing in finding parking in the SP1 Resident Parking Area (RPA). The extent of the SP1 RPA is shown in the map below:



Base data (c) NSW Land and Property Information (LPI)
 Addendum data (c) Randwick City Council 22/08/2018
 Map produced by Randwick City Council
 ResidentParking A4 PortraitMapBook 20180808.mxd

LEGEND
 — Resident parking zone
 ■ Resident parking area

**SP1 Permit Holders are exempt from time limits in zones signposted with the following wording:
 Authorised Residents Vehicles Excepted
 OR
 Permit Holders Excepted, SP1**

**Disclaimer:
 Indicative location of resident parking zone.**

As a result of the resident raising their concerns, a desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in SP1- in Perouse Road, in the vicinity of Perouse Road and in nearby Ivy Street, Randwick.

The analysis of the resident parking audit is presented in the following table:

Desktop Analysis - Permits issued vs RPS zone in Area SP1 by streets

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
SP1	Perouse Road (between Barker Street and Howard Street)	14	19	No change
SP1	Ivy Street (between Perouse Road and Lee Street)	8	20	No change

It is evident from the above data that there are sufficient resident parking spaces available in Perouse Road and nearby Ivy Street to service the parking demands of the resident permit holders. Therefore, it is recommended that no additional resident parking spaces be installed in these two streets, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. No additional resident parking spaces be installed in Perouse Road and in Ivy Street, Randwick, as sufficient resident parking zones are available in these two streets; and
2. The resident who raised these concerns be informed of the outcome of Council's investigations.

TC69/22 Traffic Committee Report - Rainbow Street / Ellen Street, Randwick - Pedestrian safety improvement options (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.69	F2022/00316	Pedestrian	Pedestrian refuge	RA	Yes

Community members have raised concerns regarding pedestrian safety when crossing Rainbow Street, near Ellen Street, Randwick. These concerns relate particularly to the speed of traffic travelling along Rainbow Street.

At the Traffic Committee meeting held on 9th November 2021, three separate proposals were proposed to the committee for the installation of a pedestrian safety facility at this intersection. The Committee decided that a community survey be undertaken to better understand all viewpoints regarding the three options for a Rainbow Street pedestrian facility. As a result, the concepts have undergone further community consultation - as outlined in this report.

The community consultation involved a survey via the 'Your Say' page to better understand all community viewpoints regarding the three options for a Rainbow Street pedestrian facility. A letter was widely delivered to local residents in the area shown below:

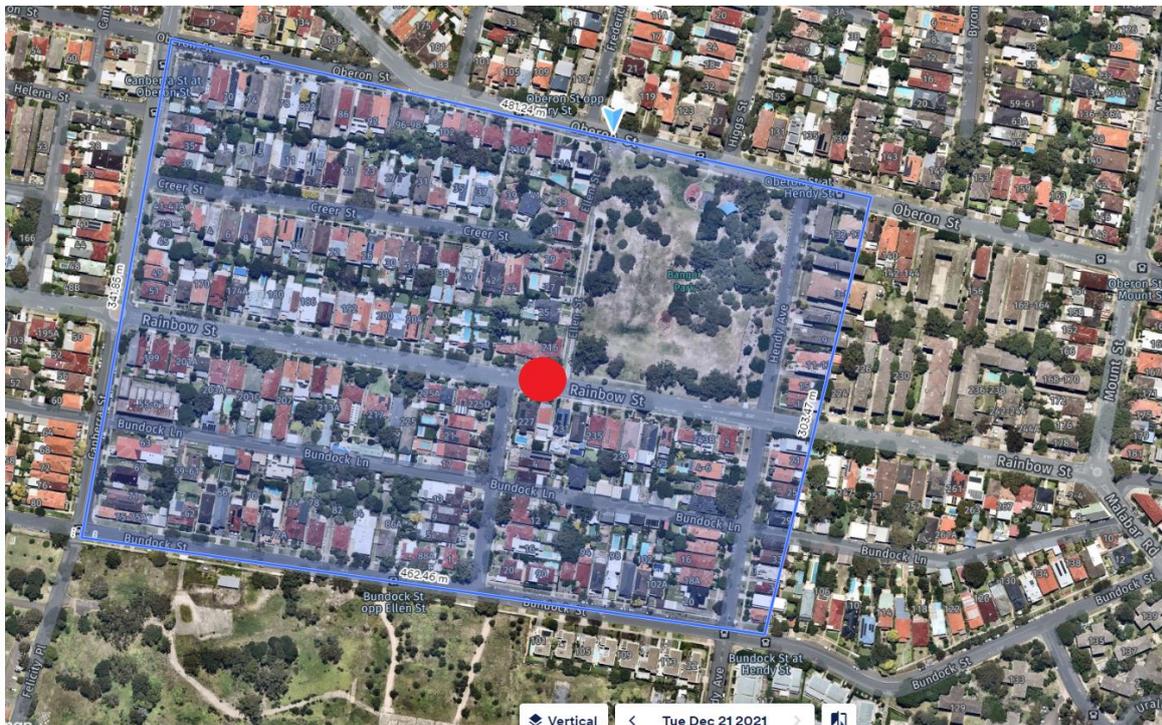


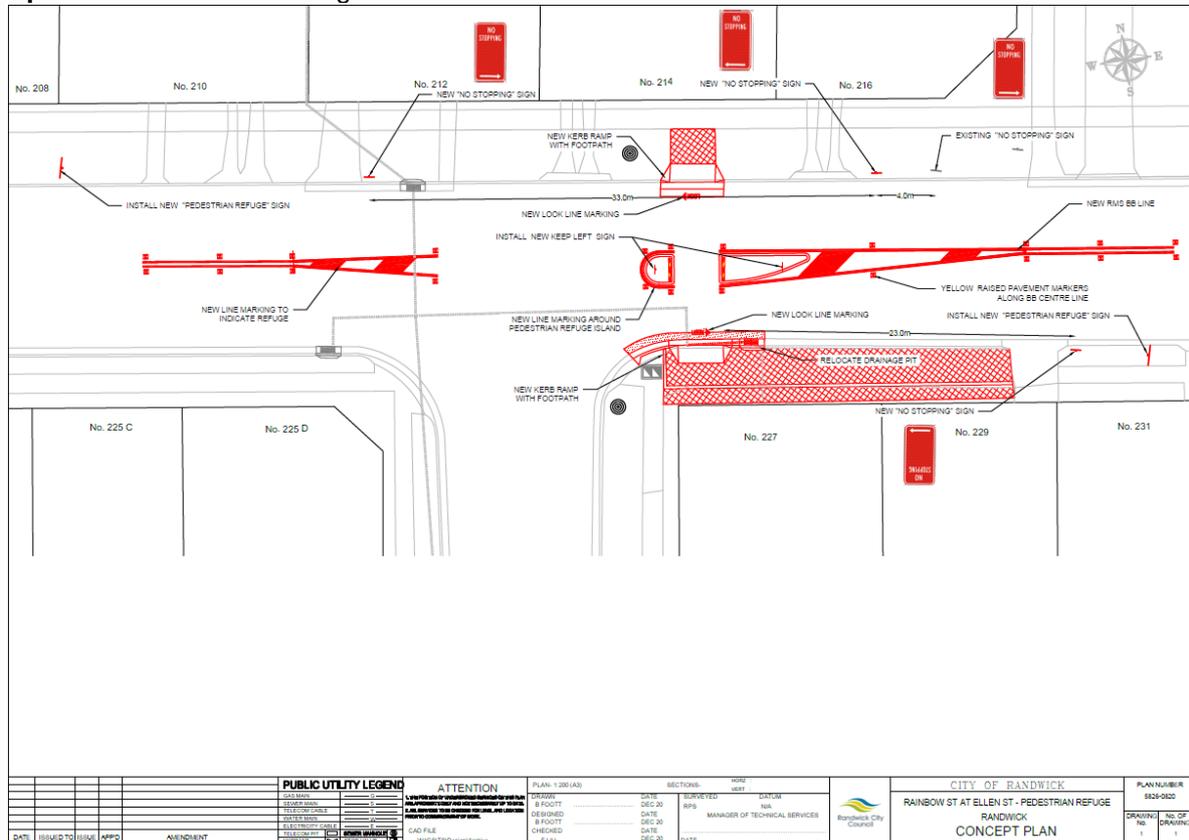
Figure 1 – Map detailing extent of community notification regarding Rainbow / Ellen device options

The letter informed the community of the proposal and directed them to the ‘Your Say’ page.

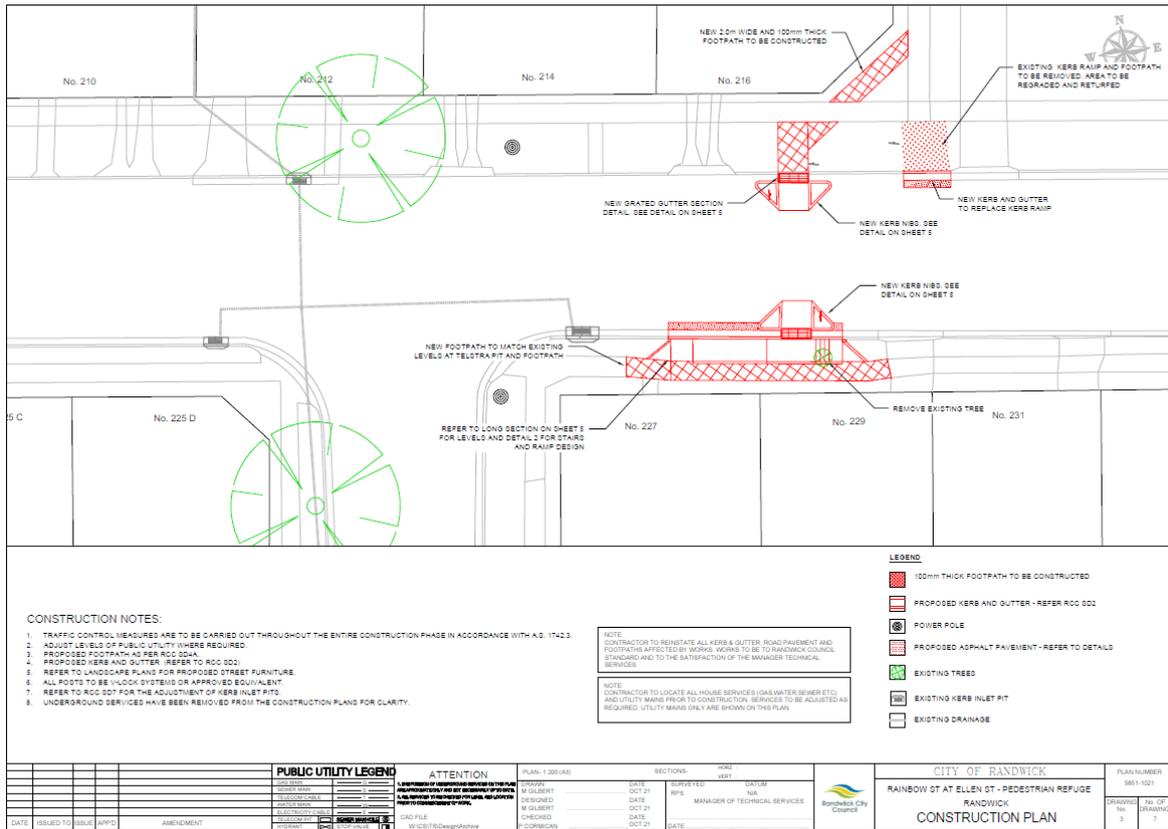
Within the Your Say survey page, each of the three pedestrian device options were explained in detail with their associated plans being attached.

Plans and a summary of each option is shown below:

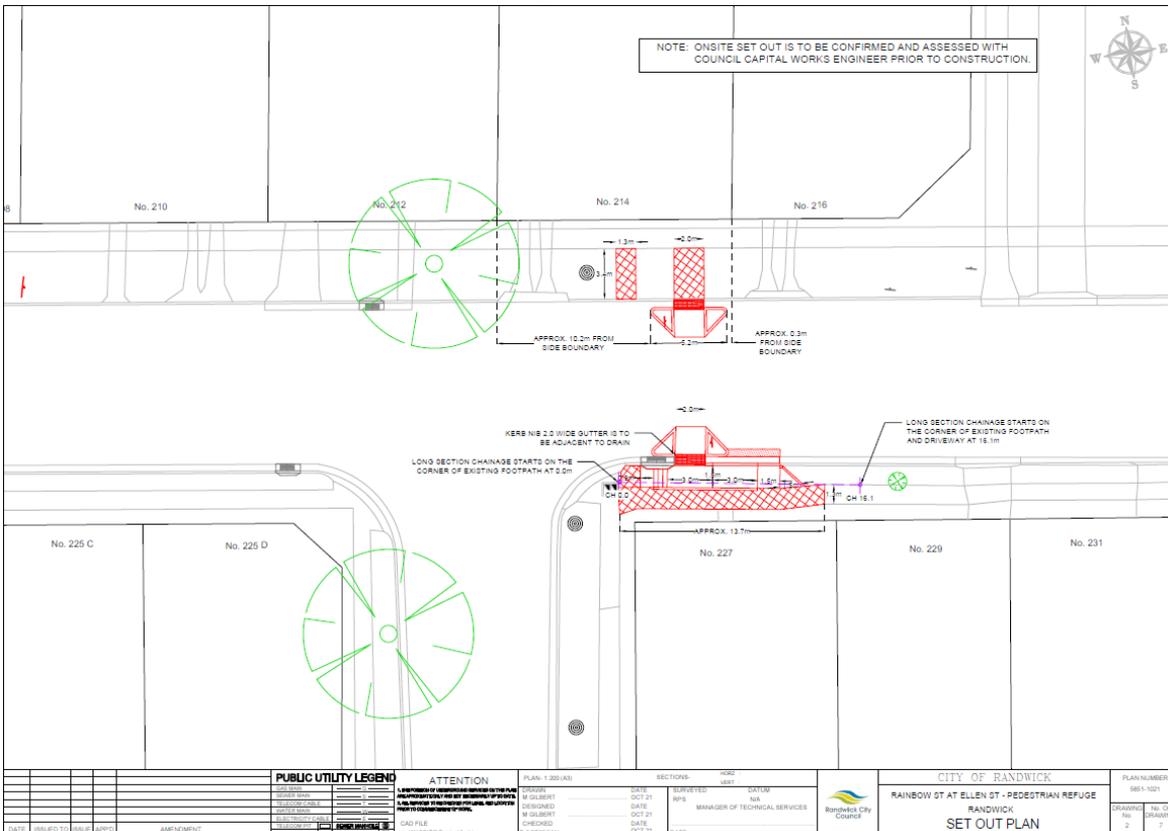
Option 1 – Pedestrian Refuge



Option 2 – Kerb nibs orientated more easterly



Option 3 – Kerb nibs orientated more westerly



The community survey extended to 9am, 10th May 2022, and the outcomes from the survey will be tabled at the Traffic Committee meeting.

Resourcing Strategy implications

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

Mr Lehmann tabled a report detailing the outcomes of the community survey. He spoke to each of the issues within the report and he informed the Committee that, based on the results of the community survey, he recommended that Option 3 be implemented.

Mr Paul Wright (resident) addressed the Committee expressing strong concerns about what he considered misleading information within the consultation process. In particular, he had concerns about the perceived loss of parking spaces, an erroneous description of the location of the proposed device and the lack of an option to vote 'do nothing'. Mr Lehmann explained that the design reduced the number of legal parking spaces by one full space and that there was an additional 1.2m length of parking space affected. He also stated that a 'do nothing' choice was provided at the commencement of the 'Your Say' survey process. Mr Anthony Ryan (resident) expressed concern about the survey process and indicated his support for improved pedestrian facilities.

Councillor Michael Olive suggested that, for future such surveys, a more prominent 'Do nothing' option should be considered.

Mr Lehmann put his recommendation (to implement Option 3) to the vote. The representatives of the local Member, Transport for NSW and the Police, each supported the recommendation.

(NB: a copy of the Consultation Report is included within these Minutes)



Rainbow Street / Ellen Street - pedestrian facility consultation report

Background:

A community consultation was undertaken from 6 April to 9am 10 May 2022 to determine the community's preference for roadway upgrades at Rainbow and Ellen Streets, Randwick to improve pedestrian safety at the intersection.

www.yoursay.randwick.nsw.gov.au/ellenstpeditrianfacility

The Your Say site exhibited concept plans for three options to improve pedestrian safety with a short survey to gather feedback on the options.

The consultation was promoted by:

- Letter to all households within 300m of the subject site
- Poster installed at the subject site

Consultation outcomes:

- 216 visitors to the Your Say page
- 95 downloads option 1 concept plan
- 85 downloads option 2 concept plan
- 75 downloads option 3 concept plan
- 52 surveys completed

Question 1: Do you support making roadway changes to improve pedestrian safety at Rainbow and Ellen Street?

Yes	45 responses (87%)
No	7 responses (13%)
TOTAL	52

Question 2 (if response to Qu 1 was 'yes'): Rank the options in order of preference, with 1 being your preferred option for the pedestrian facility.

Option:	Number of times ranked first preference:
Option 1 - Pedestrian refuge island	13 responses
Option 2 - Kerb buildouts aligned with Bangor Park	5 responses
Option 3 - Kerb buildouts Rainbow and Ellen St intersection	27 responses
TOTAL	45

Responses from those who live within 100 metres of the site (25 respondents):

- 3 do not support roadway changes to improve pedestrian safety
- 22 do support roadway changes
 - 12 prefer option 3
 - 7 prefer option 1
 - 3 prefer option 2

Comments by survey respondents who support roadway changes

Option 3 - Kerb buildouts Rainbow and Ellen St intersection

Based on respondent's comments, meeting the objective of improving pedestrian safety while minimising parking loss was the primary reason respondents chose option 3 as their preferred option.

	Comments supporting option 3
1	A simple solution for the problem you are trying to solve. Simple kerb buildouts aligned to Ellen Street. Maximum effectiveness for minimal impact.
2	Least disruptive to local residents' parking. Slows traffic down on Rainbow Street which is what is most important.
3	Loss of only 1 parking space - PARKING IS TOP PRIORITY FOR RESIDENTS AND VISITORS
4	Safety for pedestrians without greatly effecting the already stretched parking problem
5	It serves to reduce vehicle speed and at the same time preserve parking spaces for residents directly affected by the change. They are elderly who need direct access to their front door.
6	Effective, adds safety, slows traffic, no loss of tree, and reduced parking loss
7	Least loss of car parking spaces. Probably less costly than Option 1.
8	Option 3 allows for combination of pedestrian safety and traffic calming without the loss of too many valuable on street parking spaces.
9	Slows traffic, allows pedestrian safety and keeps loss of valuable parking spaces to a minimum.

	Comments supporting option 3
10	it's both safe and least impacts parking availability
11	Planting and less parking removed
12	# 3 is best - Minimal impact on parking, yet creates a safer crossing point for pedestrians (vehicles often approach Ellen St at high speed). Ellen St is the natural crossing point for this section of Rainbow St, and is often used by pedestrians. Access to the park is easy via the existing footpath, and if #3 is not "safe" enough for some pedestrians they can walk up the hill to the existing Hendy St crossing point.
13	The aim of the project is met whilst having the least impact on those residents directly living adjacent to the proposed changes.
14	Least amount of parking lost. If option 1 gets up then council need to get tough on removing trailers, boats etc parked in rainbow St as losing 10 parking spots is to many when it is hard enough to park in front of our own house now.
15	Least parking loss
16	It has the least impact on parking loss. Parking is already EXTREMELY difficult on Rainbow Street.
17	Fewer parking spots taken. Still slows down cars and allows for pedestrian safety.
18	Think it's safer.
19	least amount of spots taken and the least amount of public road/footpath adjusted. Option 3 looks pretty good
20	Loss of 10 car spots in option 1 is a major concern. Option 3 also prevents cars from parking too close to the Ellen St intersection.
21	Only 1 loss of a parking space, and the proposal will reach the desired outcomes.
22	People crossing are more visible to cars turning right from Ellen St into Rainbow St than in the other options. Minimal loss of parking spaces. New plantings would enhance the streetscape. Minimal impact on properties in Rainbow St. Does the job well. Least costly.
23	Only losing 1 car spot.
24	Minimal impact to resident parking and will slow traffic at the corner of Ellen St.
25	Least amount of parking spaces loss. Parking is hard enough as it is. Would prefer that the funding is instead spent on replacing the stairs between 206 - 214 Rainbow St and instal ramps for wheelchair/pram access.
26	The only change I support is the third option which has the least impact in terms of parking spaces - this area is unfortunately used for parking boats and trucks, therefore there are less parking spaces for residents cars. Otherwise I don't support any changes.

Option 2 - Kerb buildouts aligned with Bangor Park

Comments supporting option 2	
1	Does not impact parking in an already dense parking area. Will stop cars parking too close to the corner of Ellen St. Will provide a safer option to cross than there currently is.
2	Increases visibility for cars turning from Ellen st into rainbow St. Slows cars down coming down rainbow St from the mount st round about. Safer crossing into the park.
3	Minimise parking changes but slow traffic down for safer crossing
4	Minimal distribution to parking, safer crossing slightly away from corner

Option 1 - Pedestrian refuge island

Based on respondent's comments, optimal pedestrian safety, improved driver vision turning onto Rainbow Street and slowing traffic are the main reasons respondents chose option 3 as their preferred option.

Comments supporting option 1	
1	Safest crossing options for kids and dogs
2	The cars parked on Rainbow St impact vision as you exit Ellen Street. I had to slam on my breaks again this morning due to not being able to clearly see a car coming at speed.
3	It is safer for people walking across the road than the other options. A pedestrian crossing with advance signage would be even safer, particularly since there are crests on Rainbow St in either direction, reducing sight lines for both people driving and crossing on foot.
4	Safer for pedestrians as the traffic is really fast coming down the hill from the east and west. Also if turning left or right onto Rainbow street from Ellen street on the south end, the parked cars on the east of Rainbow street facing west obstruct the view for the turning cars. Very dangerous!
5	Safer
6	Extra safety both in crossing the road but also car visibility when turning out of Ellen on to Rainbow
7	Maximum safety for pedestrians
8	Safer for pedestrians, less cars on South East corner of Rainbow and Ellen Street, it is currently very dangerous to see cars driving west on Rainbow Street (usually speeding) because of parked cars all the way to the intersection.
9	This intersection is at the bottom of a downhill approach from both directions. A pedestrian refuge island is essential for pedestrian safety and to slow cars properly. We have lived here for over 20 years and welcome this traffic slowing initiative

Comments supporting option 1	
10	Very high pedestrian safety ranking. Better for parents with prams and small children on bikes.
11	I think it will be a safer option for children (& adults) to cross the road as Rainbow St is quite wide, cars drive down very fast & 1. It gives a safer option for children to cross; 2. It'll slow traffic down more coming up to Bangor Park where there have been dog deaths because of dogs running off Bangor Park on to Rainbow Street.
12	Pedestrian safety and reduction is speed of traffic
13	Based on the information provided, it seems to provide the highest level of pedestrian safety and amenity and has the potential to reduce traffic speeds.

Comments by survey respondents who do not support roadway changes

Comments supporting <u>no</u> roadway changes	
1	Pedestrians should use common sense and not cross at the lowest point on Rainbow Street near the Ellen Street intersection. They just need to walk a little further up Rainbow Street where they can have greater visibility on on-coming traffic.
2	I question the need for any works at Ellen St. There are already pedestrian refuges on Rainbow at Mount St, Hendy Ave and Canberra St.
3	Due to the traffic calming at Hendy Ave; we lost 8 car spaces. If calming is installed approximately 200 metres away that will be 18 car spaces lost in one block. There has been violence in Bundock St due to parking. The inconvenience this will cause us elderly residence is unfair not to mention the devaluation of our homes due to no parking at front door. Re; Bundock St your engineers stated that parked cars act as a calming device. So why not Rainbow Street which always has cars parked either side.
4	I have lived on Rainbow Street for over 40 years in the same house and I have never seen so many cars parked on Rainbow Street. It is a nightmare to park especially if we have visitors. I do not support any loss of parking spaces for a crossing. if we were to go ahead I would choose option 3.. I think we can find more important issues to spend taxpayer money. Have a look at the issues of intersection off Bundock st and Canberra Street, Randwick.
5	There is a pedestrian island and crossing 150 meters away on Hendy and rainbow, removing tree's and parking spaces that are premium in the eastern suburbs is insane in todays environment. Kids need to be taught how to cross roads at school, and driving standards need to be improved to respect pedestrians, no need to waste money on another white elephant
6	Does not seem necessary. A new refuge has just been constructed on Rainbow Street to service Bangor Park.

Comments supporting <u>no</u> roadway changes	
7	Seems an unnecessary cost considering a pedestrian refuge already exists approximately 100 m from the new proposal.

Any other comments by survey respondents who do support roadway changes

Other comments supporting roadway changes	
1	<p>Lowest Preference, Option 1: An over-engineered solution for the problem you are trying to solve. Pedestrian refuge not required. Signage not required. Loss of 10 parking spaces will add to existing parking problems in Rainbow and Ellen Streets - a very poor outcome.</p> <p>Middle Preference, Option 2: Similar to Option 3. A simple solution. However, the 100 mm thick diagonal footpath to access Bangor Park is totally unnecessary when there is already road and footpath access to the park - all the diagonal path will do is reduce the amount of grass verge and add yet more concrete - a poor outcome.</p>
2	If the council is so concerned about pedestrian safety, why can't the rangers come down and see the boats parked on Bundock St, at the intersection of Ellen St, in front of a bus stop? This has to be viewed as an accident waiting to happen. Schoolkids have to step onto the road, in front of the large parked boat to signal to the bus driver to pull in. It is deadly and has been reported numerous times.
3	Safety is important but parking spaces is more important for the residents livability in that area. I lived in Bundock Street and frequently walked or drove pass this location and understand how essential availability of parking is for those visiting or living there. Pedestrian traffic is not high as most people use their cars
4	Turning out of Ellen St northbound onto Rainbow st is already quite dangerous with very difficult line of sight of vehicle approaching westbound on Rainbow. Removal of the car parks could assist this, but need to be careful of increased planting as suggested in options 2&3 that is doesn't obscure view further.
5	We fully support pedestrian safety measures being implemented. However, the combination of potential reduction of on-street parking spaces plus multi-car households, makes parking anywhere near your dwelling next to impossible. Many of the dwellings on Rainbow Street west of Ellen Street do not have any off street parking options.

	Other comments supporting roadway changes
6	Option 1 should not be considered at all as it means 10 parking spaces will be lost. Street parking in this area is already proving difficult and option 1 will drastically worsen this situation.
7	Some of the links to the survey on the consultation page are broken, which may discourage people submitting feedback. https://www.yoursay.randwick.nsw.gov.au/ellenstpedestrianfacility
8	More parking availability is ideal - sometimes I walk my dogs to Bangor Park, sometimes I drive, so it's nice to have the option for a safe crossing as well as maximum parking availability
9	Good idea! Cars speed down the hill from mount st round about making it very unsafe to cross the road on foot. There are many kids walking this area with dogs.
10	Although Option one with the refuge island is most preferable, I don't understand why so many more parking spots are lost and why there is a new disabled parking spot created, compared to Option 2 and 3. That is disadvantaging the residents parking. Making it less attractive at a price to pedestrian safety. Feels like council is forcing Options 2 and 3 as preferable onto the surveyees. Also, now with the bus route cancellations on Bundock street and bus route changes, more people need to walk up to Oberon Street via Ellen street and Bangor Park to catch the bus therefore the refuge island would be safer for the increase in pedestrians particularly school children
11	It's a very dangerous spot.

	Other comments supporting roadway changes
12	<p># 2 seems to be optimal for park access from the western end of Rainbow, but the additional complexity seems unnecessary.</p> <p># 1 seems to be overkill, with a pedestrian refuge crossing available only one block away.</p> <p>Also I still do not understand why I was not advised of this local traffic change via my "Your Say" registration?</p> <p>There was no record of any endorsement/agreement for a limited "Your Say" survey notification (100m/300m block) in the TC minutes for 9-Nov-2021 (TC 195/21).</p> <p>Perhaps the reasoning for this survey restriction was discussed, but not formally minuted? Future TC meeting audio recordings should be publicly available to manage this sort of issue.</p> <p>As a resident of Bundock Street that regularly uses Rainbow St as both a driver and a pedestrian, I can not understand why I was not included in this "Your Say" survey (especially noting the "whole of Randwick" survey for Bundock St Parking changes - which was neither minuted or discussed in the TC).</p>
13	Parking very limited on that section of rainbow street
14	<p>We need to do something URGENTLY about the Rainbow St and Hendy Ave intersection. The change that council has made it great (thank you!). It needs a little more. Perhaps the same thing on the other side of the intersection?</p> <p>Also we need to do something (equally urgent) at the Hendy Ave and Bundock St intersection. It is treacherous! I have seen too many accidents there!!</p>
15	<p>Option 1 is absolutely 100% overkill. A total waste of taxpayer money, time & resources. It makes me so angry to see a council being given 4.375M and suggesting the money is used in this kind of wasteful way. Why would it even be an option to suggest removing 10 parking spaces!!! It is already IMPOSSIBLE for residents to park near their house!!! Removing 10 parking spaces would be an absolute disaster. Yes I live within 100m of this proposal. I agree with traffic slowing as cars do travel at speed along Rainbow Street, but given Option 3 is just as safe and good at calming as the others, Option 3 is the ONLY Option. Please DO NOT TAKE AWAY 10 parking spaces!!!!!!! Thankyou</p>
16	Option 1 unnecessarily takes parking away.
17	Option 3 seems to swerve cars towards the gutters

	Other comments supporting roadway changes
18	Given option one results in the loss of 10 car spaces it would be necessary to put in parking restrictions on rainbow street along hangar park to stop the long term parking of trailers, vans, trucks and campers so residents have parking available. Something like 2 hour parking from 12pm to 6pm on a Saturday
19	A crossing on Bundock Street will also be great to create a safe north-south connection between the Environment Park and Bangor Park. The new cross on Oberon Street is excellent and is used by my child when he gets off the bus from school every day.
20	My understanding from communicating with council is that access to/from the Ellen Street section that runs along Bangor Park will not be impacted by the installation of a pedestrian refuge island
21	please don't put a refuge island sign where i pull into my new driveway. I am about to widen my existing driveway to 5M and this will affect the signage. There is a DA in council at the moment
22	The Rainbow/Ellen St intersection has been a major concern and has been the location for many traffic accidents over the years so I'm pleased to see action being taken to reduce traffic speed. Turning right from Ellen St into Rainbow street is often dangerous due to cars parking too closely to the corner, hence obscuring the driver's view. Drivers are forced to nudge out slowly which is far from ideal. Can a 'no parking' sign also be implemented on Rainbow st on the eastern side of Ellen St?
23	Option 1 is ridiculous to lose 10 parking spaces, which could possibly lead to violence as we've seen on Bundock Street recently.
24	With option 1 the loss of 10 parking spots is extreme, expensive and impractical. Parking is already difficult and limited in this part of Rainbow St. This is compounded by long term parking of boats, trailers, vans and trucks making parking outside our houses often impossible. (We would appreciate parking restrictions along the side of Rainbow St at the bottom of Bangor Park to help with this, eg no parking between the hours of 9am and 10am on Thursdays). Option 1 is excessive for one road crossing when option 3 can achieve the same result with far less impact on the neighbourhood.
25	Ramp needed on pavement opposite. Near 208. Currently prams / children on bikes need to go on road to bypass steps
26	Please consider the impact loss of parking may have on elderly residents outside their homes. Option 3 seems to be the least impact whilst still improving safety.

	Other comments supporting roadway changes
27	The nearby intersection of Bundock Street and Hendy Avenue is a heavily used pedestrian crossing location on a desire line to the environmental park, preschools, schools, and other recreational facilities. However there is a relatively large volume of traffic at this location and pedestrian crossing facilities here are poor; there are limited pram ramps, it is a wide intersection, and vehicle and trailer parking reduce sight lines. I encourage Council to prioritise investigation / delivery of improved pedestrian facilities at this location, if it isn't already. Thanks for considering my feedback!
28	A better use of the money would be to ramp the existing steps on the north side at 206 - 214 Rainbow street so that it's wheelchair/pram accessible along the road and avoid the need to cross the road at all.
29	The only change I support is the third option which has the least impact in terms of parking spaces - this area is unfortunately used for parking boats and trucks, therefore there are less parking spaces for residents cars. Otherwise I don't support any changes.

Page 10 of 10

Recommendation

That, based on the outcomes from the Rainbow Street / Ellen Street pedestrian device Community Survey, Option 3 (a footpath extension across Rainbow Street, just east of Ellen Street) is installed.

TC70/22 Traffic Committee Report - Rainbow Street & Fennelly Street, Randwick - Pedestrian Safety near Rainbow Street Public School (C) (F2004/08338)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.70	D04331493	Pedestrian	Pedestrian Safety	TL	Yes

(Notwithstanding the fact that Rainbow Street is a State Road, under the care and control of Transport for NSW, it is considered that the following matter should be discussed at Traffic Committee prior to a formal request being placed before the Authority. It is noted that the TfNSW representative may be unable to endorse, on behalf of the TfNSW, any recommendation arising out of this item.)

In the middle of last year this Committee considered traffic and parking matters of concern as raised by the Parents and Citizens Association from Rainbow Street Public.

Following is a summary of these matters and an update on each matter:

1. Extension of existing Rainbow Street Kiss and Go zone adjacent to Paine Reserve - Rainbow Street is not managed by Randwick Council as it is a state road and is managed by Transport for NSW (TfNSW). The Council has no objection to a 36m westerly extension of the existing No Parking, 8:00am-9:30am, 2:30pm-4:00pm, Monday to Friday, "Kiss and Go" zone. And, this matter has again been raised with TfNSW. They have indicated that they may reconsider this request from the Council.
2. Installation of double separation lines to make three point turns within Rainbow Street illegal. - Rainbow Street is not managed by Randwick Council as it is a state road and is managed by Transport for NSW (TfNSW). The Council has no objection to TfNSW considering the installation of double separation lines along this part of Rainbow Street. Accordingly, a follow-up request has been forwarded to TfNSW, for it to consider such a facility.
3. Cars turning right from Paton Street onto Rainbow Street is unsafe as they push their way in front of those turning from Rainbow Street into Paton Street; and students need to cross Paton Street with no access to any form of safe crossing. The most recent crash data has been examined revealing that this intersection is performing well, from a road safety perspective. Observations have indicated that there is, from time-to-time, localised congestion. However, such congestion necessitates that motorists travel at relative low speeds. These low speeds reduce the likelihood of any incidents occurring and reduce the level of trauma if an incident does occur. Accordingly, it is recommended that a Right Turn ban not be installed at this intersection.
4. Increased volumes of traffic due to cars turning right from Rainbow Street to get through to Barker Street as turning right onto Anzac Parade at the old roundabout is no longer an option. - Throughout Sydney there is a general increase in traffic flow over the years. Rainbow Street is a state arterial road connecting two other state roads (Anzac Parade and Avoca Street). It will always carry a significant amount of traffic. A better explanation is required of the concerns which have been raised.
5. Speed limit is not 40km/h as per areas around schools. Speed limits on public roads are not managed by Randwick Council. Speed limits are managed by Transport for NSW (TfNSW). The Council will make representations to TfNSW seeking implementation of a 40km/h School Zone speed limit, for the rear of the school, in parts of Young Street and Fennelly Street.
6. Young Street /Fennelly Street – concerns about the footpath width at the rear of the School and difficulties loading children into cars.
7. Previously there was a Kiss & Drop zone on Young Street prior to the construction of the Newmarket development.

Regarding items 6 and 7 it has to be acknowledged that the existing street layout is superior to that which previously existed at the rear of the School.



Image 1 – Showing former unformed 'dead-end' of Young Street at school boundary (2013) (Source: Nearmap)



Image 2 – Showing current arrangement at rear of School with Young Street meeting Fennelly Street (Source: Nearmap)



Image 3 – View of Young Street at rear of School (2017) (Source: Google Streetview)



Image 4 – View of Young Street at rear of School (2020) (Source: Google Streetview)

Option 1 - It is considered that the first approach would be for Council's Community Road Safety Officer to work with the School on methodologies for safely managing the rear of school, school drop off / pick-up, within the current layout. This approach would be similar to the approach undertaken at many other Randwick primary schools. The Council would be pleased to work with the School as soon as possible regarding this approach.

Option 2 - The second approach would be for the Council to liaise with NSW Department of Education to explore the opportunity of widening the footpath slightly into the School property, to better meet the increased demands for pick-up / drop-off associated with the expanded school.

Option 3 - The third approach would be for the Council to explore the opportunity to widen the footpath west of the School, with the possible creation of a west facing pedestrian gate from the School to the proposed widened footpath. The significant challenge with this proposal is that the

Council does not own the land south of the footpath. The 12m wide land upon which the Scout Hall sits is Crown Land – and experience has shown that acquisition / Council use of land utilised by Scout Halls has often been about difficult / not possible. Additionally, it is understood that this site is subject to a Native Title procedure which will likely take some significant time to reach resolution. The Council has no legal ability to widen the path into the adjacent land, owned by others and subject to Native Title procedure. Any such approach would likely be a protracted process and may ultimately be unachievable.

It should be noted that the negotiations with the State regarding widening into the School or widening into the Crown Land are not matters for the Traffic Committee to determine. The Traffic Committee can make recommendations regarding changes to the parking and/or traffic controls on the public road. Other matters will need to be addressed elsewhere.

Resourcing Strategy implications

There are no financial implications arising from this report.

Ms Joann Sayers (Principal, Rainbow Street Public School) addressed the Committee expressing her strong concerns that many of the issues listed within this report have been discussed since October 2020 – with little progress. Mr Craig Muldoon (P&C) endorsed Ms Sayers' statement and reminded the Committee that the safety of the school community was most important.

Ms Roslyn Bella (TfNSW) advised the Committee that she was looking into items 1, 2 and 6, and that she expected to be able to report upon these matters at the next Traffic Committee meeting.

Councillor Philipa Veitch stated that she had met with CBUS representatives and school representatives recently, and found them to be receptive to the school community concerns.

Mr Lehmann explained the challenges about to arise associated with new construction activities and the servicing of the site with large vehicles. Discussion was also held regarding the Construction Traffic Management Plan (CTMP) and it was agreed to distribute the CTMP to local schools and that they be asked if they would like a briefing.

Recommendation

That:

1. The information be noted;
2. The Council's Community Road Safety Officer work with the School on methodologies for safely managing the rear of school, school drop off / pick-up, within the current layout;
3. CBUS representatives, local school representatives, ward Councillors and Council officers be invited to a meeting to discuss road safety concerns in this area; and
4. A copy of the Construction Traffic Management Plan (CTMP) be distributed to the local schools and the schools be asked if they would like a briefing on the CTMP.

TC71/22 Traffic Committee Report - Sydney Street Party - Event - Coogee Bay Road, Coogee (C) (F2004/07160)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.71	D04527763	Event	Temporary Road Closure	TL	Yes

As part of the State's Covid-19 Economic Recovery Strategy, the State Government's Investment NSW arm has submitted a proposal to many Councils, to hold Sydney Street Party events within various LGAs – including the Randwick Local Government Area.

The Sydney Street Party Series will deliver on the NSW Government commitment to revitalise key commercial hubs.

The objectives of the two events proposed for the Randwick LGA are to:

- Drive visitor numbers to these areas to support existing local 'bricks and mortar' businesses on the nominated high streets to recover from the impacts of the pandemic;
- Support local artists, creative and cultural practitioners;
- Increase engagement of local residents and visitors to the place; and
- Increase confidence in local communities to go out in a Covid-safe manner.

One of the two nominated locations proposed within the Randwick LGA is:

- Coogee Bay Road, Coogee, on Saturday, 4 June, 2022

The road closures are from 8.00am to 8.00pm. Each event runs from 10.00am to 6.00pm.

Coogee Bay Road, Coogee

Full closure of Coogee Bay Road between Arden Street and Brook Street

Managed Access for local traffic in Vicar Street, access will be maintained via the Coogee Bay Hotel Loading dock/car park

Special Event Clearways (SEC) from 8.00am to 8.00pm, Saturday 4 June, 2022.

- Coogee Bay Road (both sides) between Arden Road and Brook Street
- Vicar Street (both sides) between Coogee Bay Road and #1 Vicar Street

Special event clearways will be implemented for this event. Special event clearway signage will be installed by Transport for NSW (TfNSW) for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

As this is a temporary closure of a local road, the RMS-issued overarching local road Traffic Management Plan (TMP), applies (Council reference D03728810).

Detours

Access around the event site will be maintained by a detour.

There are no bus stops in this section of Coogee Bay Road however the 370 Coogee to Glebe Point Bus service and the 374 Coogee to Central Belmore Park via Bream Street will need to be diverted for the event (*refer Public Transport – Buses, below*)

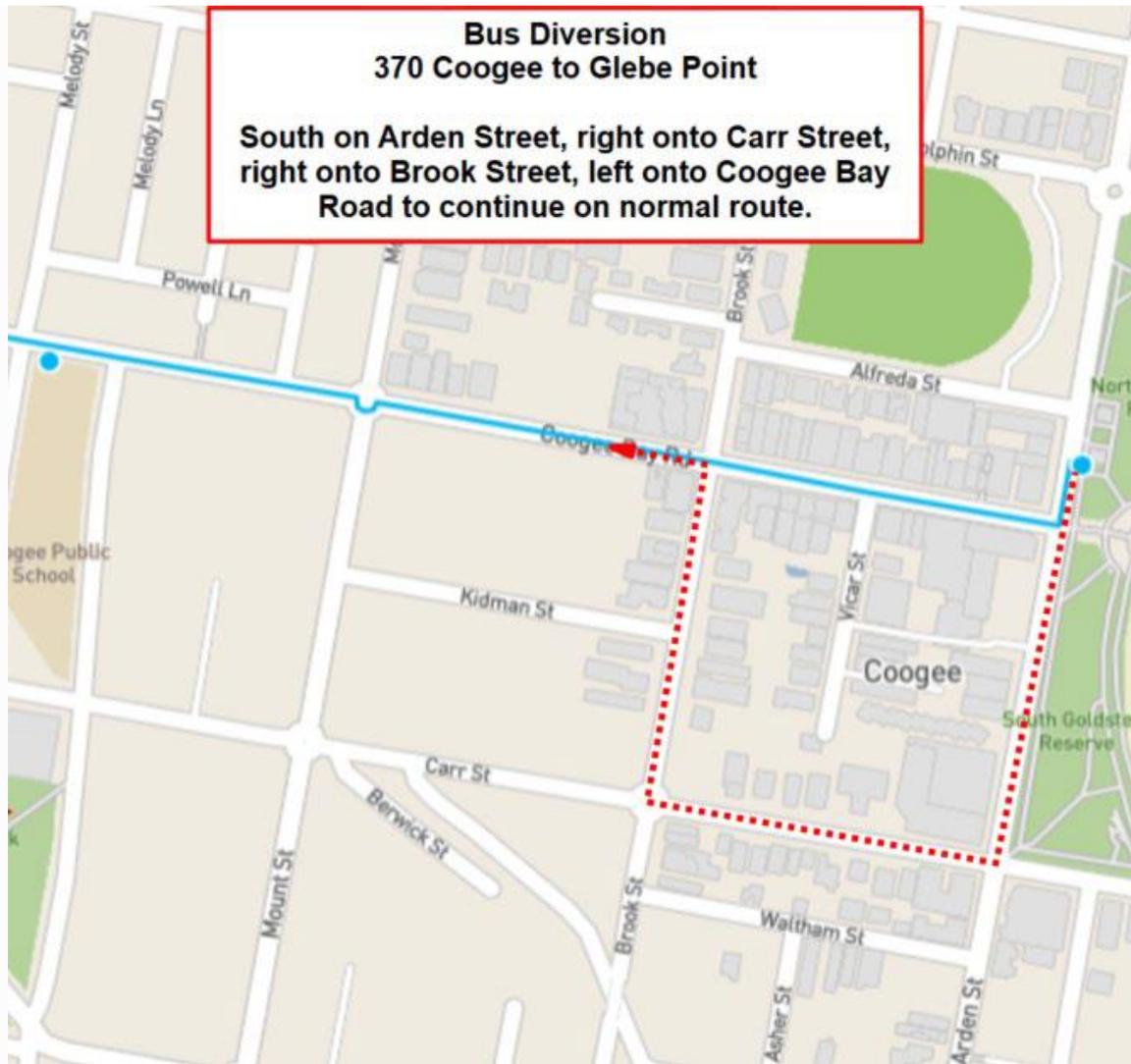
Cleaning

Prior to the reopening of the roads at 20:00 hours, Investment NSW will undertake cleaning operations.

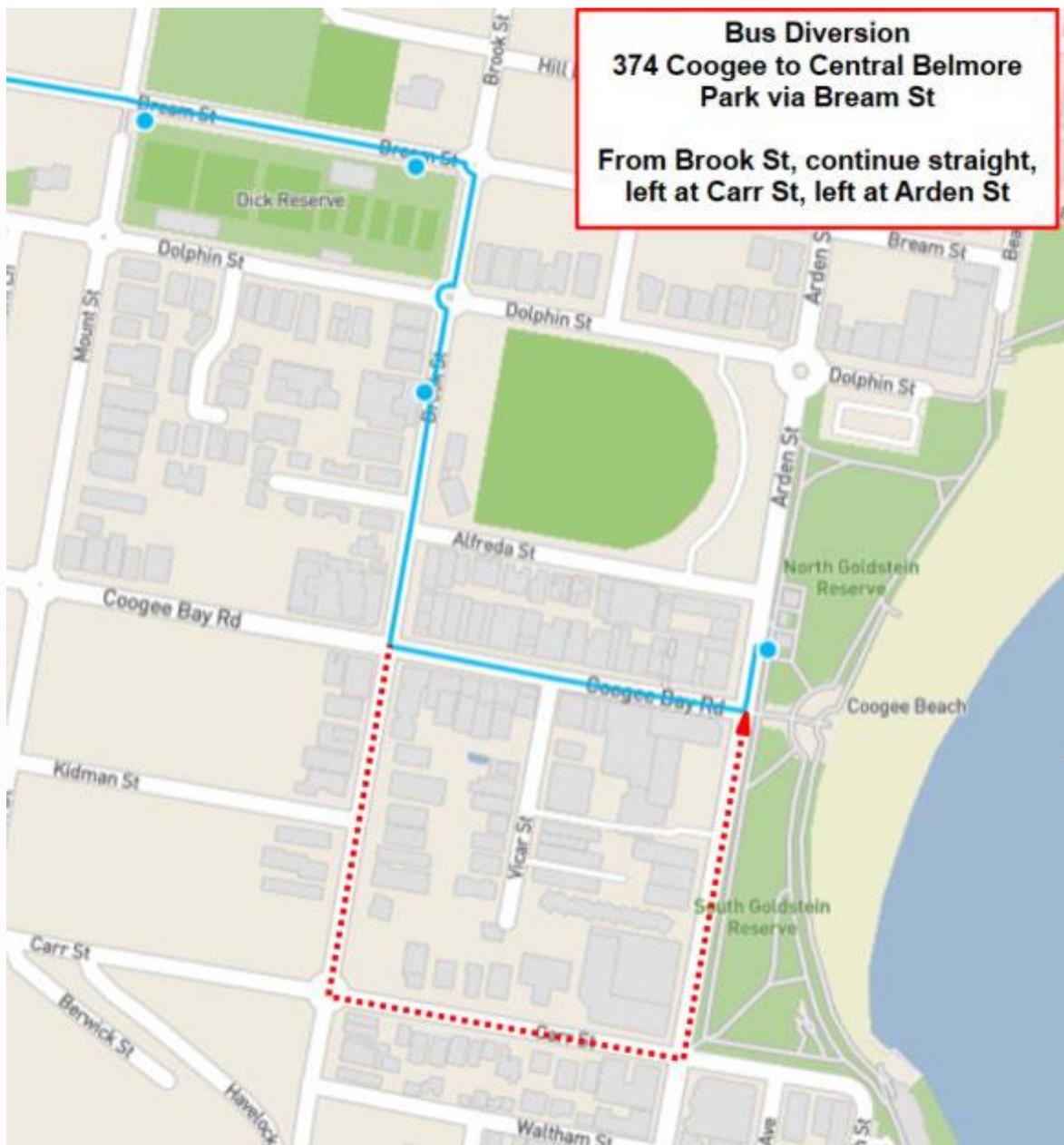
Public Transport - Buses

The proposed closures will affect the operation of the following bus services:

- Bus Service 370 Coogee to Glebe Point. This could be achieved for the outbound service by travelling south on Arden Street then turning right onto Carr Street, right onto Brook Street then left onto Coogee Bay Road to continue on its normal route. The inbound service will not need to be diverted.
- Bus Service 374 Coogee to Central Belmore Park via Bream Street - Bus service 374 can continue on Brook Street, left at Carr Street, left at Arden Street. No bus stops will be missed. The inbound service will not need to be diverted.



- Bus Service 374 Coogee to Central Belmore Park via Bream Street. Bus service 374 can continue on Brook Street, left at Carr Street, left at Arden Street. No bus stops will be missed.



374 inbound service will not need to be diverted.

Public Transport - Light Rail

There will be no disruption to Light Rail services due to this event. Increased patronage may be experienced due to the proximity of the Randwick Light Rail Station to the event.

Parking

The event is aimed at local residents, and it is anticipated that most local residents will walk to the event. The use of public transport will be promoted, and public parking will be in the surrounding streets. There will be no onsite parking within the road closure. Staff and suppliers will be instructed to park legally in surrounding streets.

Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Traffic Control

An accredited Who Dares Traffic Supervisor will oversee implementation of the Traffic Guidance Schemes (TGS), including road closures. Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes (TGS) must be installed by TfNSW or

SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

Heavy Vehicle impacts

Heavy Vehicles will be detoured along with other vehicles.

On Road Infrastructure

The event organiser will set up various infrastructure on the roadway as part of the event. This infrastructure will all be removed before the reopening of the road at 20:00.

Reopening roads

Roads will be reopened at the time noted on the Traffic Guidance Schemes (TGS). Prior to reopening, consultation between the Who Dares Traffic Supervisor, event organiser, Police and TfNSW (if onsite) will occur to ensure roads are reopened in a timely and safe manner.

The proposal includes the proposed measures with provisions for traffic diversion, provisions for emergency services vehicles, heavy vehicles, cyclists and pedestrians.

Access for local residents and businesses

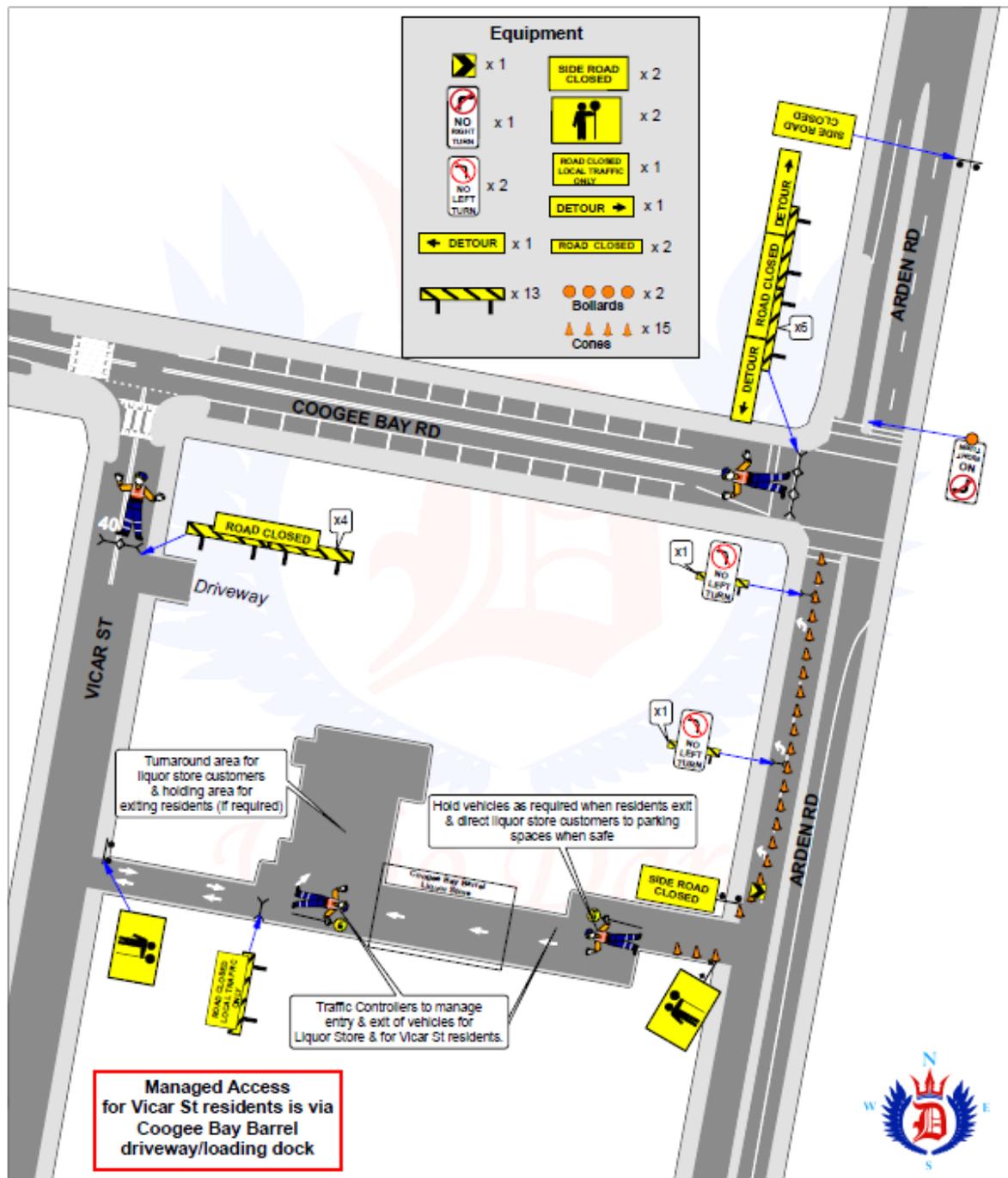
The impact on local community will also include an increased traffic and parking demand in surrounding streets. In order to limit parking and traffic impacts, event organisers will actively promote alternate modes of transport including walking, cycling and public transport to get to and from the event.

Emergency Lane

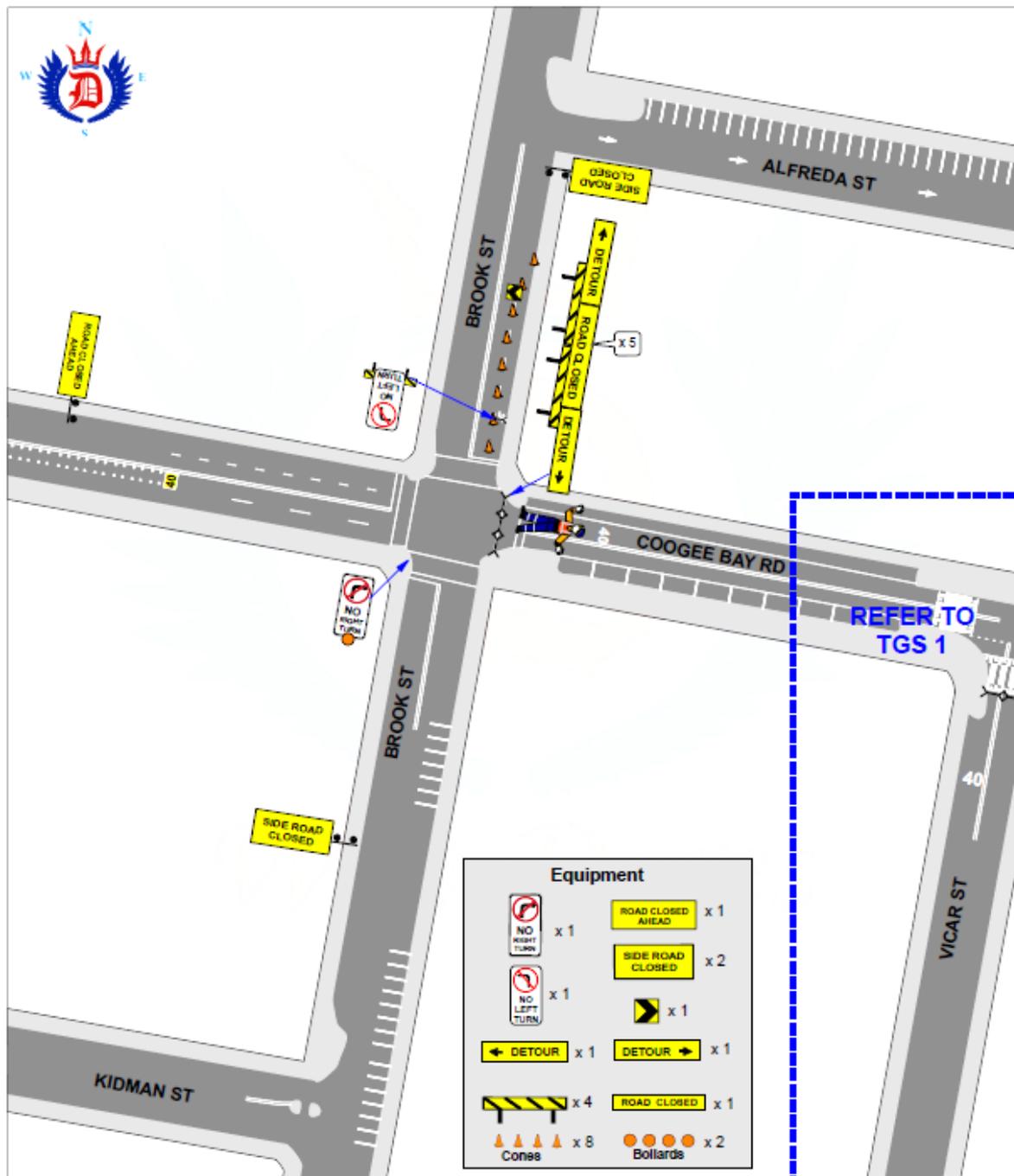
A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Advertisement of the traffic management arrangements

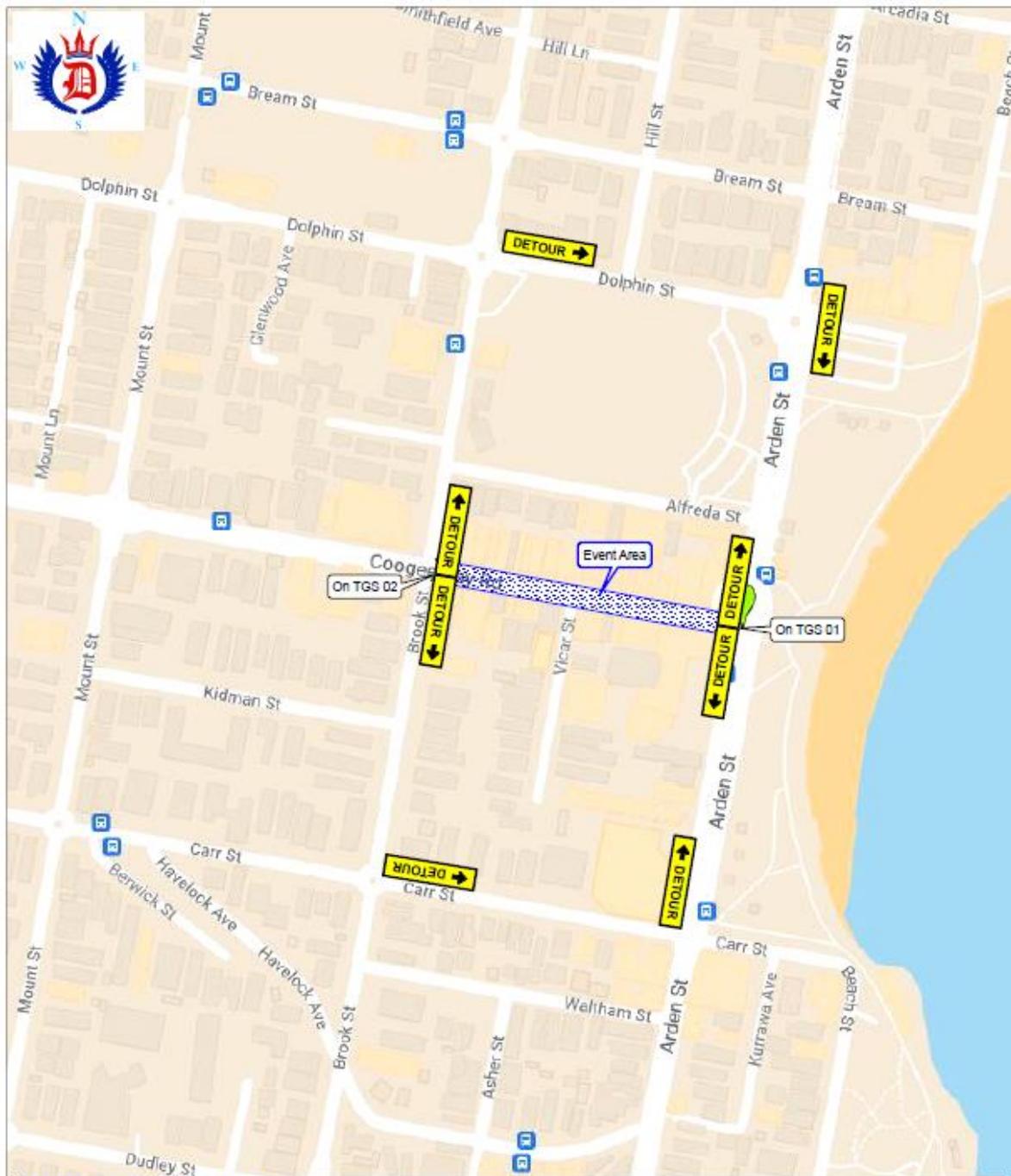
- All residents and businesses will be notified of the event through:
 - Letterbox drop will be conducted for impacted residents and businesses within and near the road closure precinct at least two weeks prior to the event.
 - Signage installed either end of the event footprint, 7 days prior.



SYDNEY STREET PARTY		Coogee Bay Rd & Arden St, COOGEE			TGS	01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Sat 4th June 2022
INVESTMENT NSW					Plan by: Justin Sheining RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:	
WHO DARES	Deliver & Install Signage	Maintain Road Closure	4	08:00 - 20:00		
RANDWICK CITY COUNCIL					Revised 25 Mar 22	
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SYDNEY STREET PARTY		Coogee Bay Rd & Brook St, COOGEE			TGS	02
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Sat 4th June 2022
INVESTMENT NSW						Plan by: Justin Shelning RMS Cert. 0052079628 for Who Dares Pty Ltd Signature: 
POLICE						
WHO DARES	Deliver & Install Signage	Maintain Road Closure	1	08:00 - 20:00		
RANDWICK CITY COUNCIL						Revised 25 Mar 22
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SYDNEY STREET PARTY		Coogee Bay Rd, COOGEE - DETOURS			TGS	03
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Sat 4th June 2022
INVESTMENT NSW					Plan by: Justin Shelling RMS Cert. 0052079628 for Who Dares Pty Ltd Signature: <i>JS</i> Revised 25 Mar 22	
POLICE						
WHO DARES	Deliver & Install Signage	Maintain Road Closure	2	08:00 - 20:00		
RANDWICK CITY COUNCIL						
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SPECIAL EVENT CLEARWAY

Modify parking space & Med Zone

From pedestrian crossings to 4-way

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	SYDNEY STREET PARTY Coogee Bay Rd, COOGEE SPECIAL EVENT CLEARWAYS Revised 25 Mar 22	TGS	04
INVESTMENT NSW						DATE	Sat 4th June 2022
POLICE						Plan by: Justin Shelning RMS Cert. 0052079628 for Who Dares Pty Ltd Signature:	
WHO DARES							
RANDWICK CITY COUNCIL							

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Resourcing Strategy implications

Given that this event is fully funded by the State Government, there are no financial implications for the Council arising from this report.

Mr Lehmann informed the Committee that Investment NSW had advised Council that it had fielded requests from business operators asking that the event commence from 7.00am, instead of the currently proposed 10.00am. Also, Lee Roberts (BIKEast) asked that consideration be given to the installation of additional bike racks or valet bike parking, if at all possible.

Recommendation

That approval is given to the State Government's Investment NSW Sydney Street Party initiative, for the temporary road closure of Coogee Bay Road, between Brook Street and Arden Street, Coogee, on Saturday, 4 June, 2022; with the earlier commencement time of the event being 7.00am, with additional bike racks or valet bike parking being provided, if possible.

TC72/22 Traffic Committee Report - Sydney Street Party - Event - St Pauls Street, Randwick (C) (F2004/07160)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.72	D04527763	Event	Temporary Road Closure	TL	Yes

As part of the State's Covid-19 Economic Recovery Strategy, the State Government's Investment NSW arm has submitted a proposal to many Councils, to hold Sydney Street Party events within various LGAs – including the Randwick Local Government Area.

The Sydney Street Party Series will deliver on the NSW Government commitment to revitalise key commercial hubs.

The objectives of the two events proposed for the Randwick LGA are to:

- Drive visitor numbers to these areas to support existing local 'bricks and mortar' businesses on the nominated high streets to recover from the impacts of the pandemic;
- Support local artists, creative and cultural practitioners;

- Increase engagement of local residents and visitors to the place; and
- Increase confidence in local communities to go out in a Covid-safe manner.

One of the two nominated locations proposed within the Randwick LGA is:

- St Pauls Street, Randwick, on Sunday, 5 June, 2022.

The road closures are from 8.00am to 8.00pm. Each event runs from 10.00am to 6.00pm.

St Pauls Street, Randwick

Full closure of St Pauls Street, between Perouse Road and Nancye Street. Managed access for local traffic between Nancye Street and Dudley Street (access available for Wilsons car park, St Basil's and residents east of Nancy Street)

Special Event Clearways (SEC) from 8.00am to 8.00pm, Sunday 5 June, 2022.

- St Pauls Street (both sides between Perouse Road and Nancye Street)

Special event clearways will be implemented for this event. Special event clearway signage will be installed by the Transport for NSW (TfNSW) for this event 14 days prior. A tow truck will be provided on event day and managed by TfNSW.

As this is a temporary closure of a local road, the RMS-issued overarching local road Traffic Management Plan (TMP), applies (Council reference D03728810).

Detours

Access around the event site will be maintained by a detour. Please refer to the TGS for the detour loop. No buses will be diverted for the event.

Cleaning

Prior to the reopening of the roads at 20:00 hours, Investment NSW will undertake cleaning operations.

Public Transport - Buses

The proposed closures will affect the operation of the following bus services:

- Bus Route 373 Coogee to City Museum (Loop Service)
It is proposed that the buses serving the 373 route will be operating through Belmore Road-Avoca Street-Barker Street-Perouse Road-Howard Street-Carr Street and returning via the same route.
- Bus route 356 from Eastgardens to Bondi Junction will not be impacted. Bus route 375 from Eastgardens to Randwick (Loop Service) will not be impacted. Bus stops on Perouse Rd are near St Pauls Street for easy walking distance to the event.

Public Transport - Light Rail

There will be no disruption to Light Rail services due to this event. Increased patronage may be experienced due to the proximity of the Randwick Light Rail Station to the event.

Parking

The event is aimed at local residents, and it is anticipated that most local residents will walk to the event. The use of public transport will be promoted and public parking will be in the surrounding streets. There will be no onsite parking within the road closure. Staff and suppliers will be instructed to park legally in surrounding streets or at the Wilson car park at 49 - 55 St Pauls St: <https://www.wilsonparking.com.au/parking-locations/new-south-wales/eastern-suburbs/the-spot-car-park/>

Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Traffic Control

An accredited Who Dares Traffic Supervisor will oversee implementation of the Traffic Control Plans, including road closures. Temporary traffic control signage, barricades and equipment as per the supplied Traffic Control Plans must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area. There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

Heavy Vehicle impacts

Heavy Vehicles will be detoured along with other vehicles.

On Road Infrastructure

The event organiser will set up various infrastructure on the roadway as part of the event. This infrastructure will all be removed before the reopening of the road at 20:00.

Reopening roads

Roads will be reopened at the time noted on the Traffic Guidance Schemes (TGS). Prior to reopening, consultation between the Who Dares Traffic Supervisor, event organiser, Police and TfNSW (if onsite) will occur to ensure roads are reopened in a timely and safe manner

Access for local residents and businesses

The impact on local community will also include an increased traffic and parking demand in surrounding streets. In order to limit parking and traffic impacts, event organisers will actively promote alternate modes of transport including walking, cycling and public transport to get to and from the event.

Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Advertisement of the traffic management arrangements

- All residents and businesses will be notified of the event through:
 - Letterbox drop will be conducted for impacted residents and businesses within and near the road closure precinct at least two weeks prior to the event.
 - Signage installed either end of the event footprint, 7 days prior.

Roads will be reopened at the time noted on the Traffic Guidance Schemes (TGS). Prior to reopening, consultation between the Who Dares Traffic Supervisor, event organiser, Police and TfNSW (if onsite) will occur to ensure roads are reopened in a timely and safe manner.

The proposal includes the proposed measures with provisions for traffic diversion, provisions for emergency services vehicles, heavy vehicles, cyclists and pedestrians.

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	TGS	01
INVESTMENT NSW						
POLICE						
WHO DARES RANDWICK CITY COUNCIL	Deliver & Install Signage	Maintain Road Closure	3	08:00 - 20:00		

SYDNEY STREET PARTY
St Pauls St & Perouse Rd, Randwick

DATE: Sun 5 June 2022
Plan by: Justin Sheining
RMS Cert. 0052073628
for Who Dares Pty Ltd
Signature: [Signature]

Revised 4 May 22

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Signage

- ROAD CLOSED AHEAD x 1
- ROAD CLOSED x 1
- REDUCE SPEED x 1
- DETOUR x 2
- DETOUR AHEAD x 1
- ROAD CLOSED LOCAL TRAFFIC ONLY x 1
- CAR PARK LIMITED ACCESS x 1
- ROAD CLOSED LOCAL TRAFFIC ONLY x 1
- ONLY x 1
- DETOUR x 3

REFER TO TGS 1

Traffic controller to allow access for Local residents and vehicles needing to access the Wilsons Car Park next to the cinemas.

Avoca St this way

AGENCY INVESTMENT NSW
POLICE
WHO DARES RANDWICK CITY COUNCIL

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
INVESTMENT NSW				
POLICE				
WHO DARES	Deliver & Install Signage	Maintain Road Closure	1	08:00 - 20:00
RANDWICK CITY COUNCIL				

SYDNEY STREET PARTY
 St Pauls St & Dudley St, Randwick

TGS **02**
 DATE **Sun 5 June 2022**

Plan by: Justin Sheining
 RMS Cert. 0052079628
 for Who Dares Pty Ltd
 Signature: *JS*

Revised 25 Mar 22

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SPECIAL EVENT CLEARWAY

AGENCY INVESTMENT NSW
POLICE
WHO DARES RANDWICK CITY COUNCIL

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
INVESTMENT NSW				
POLICE				
WHO DARES				
RANDWICK CITY COUNCIL				

SYDNEY STREET PARTY
 St Pauls St, RANDWICK
 SPECIAL EVENT CLEARWAYS

TGS **03**
 DATE **Sun 5 June 2022**

Plan by: Justin Sheining
 RMS Cert. 0052079628
 for Who Dares Pty Ltd
 Signature: *JS*

Revised 25 Mar 22

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Resourcing Strategy implications

Given that this event is fully funded by the State Government, there are no financial implications for the Council arising from this report.

Mr Lehmann informed the Committee that Investment NSW had advised Council that there was a slight change to the proposed Traffic Control Plan (TCP) for Nancye Street. He indicated that the corrected plan would be included within the Minutes of this meeting. Also, Lee Roberts (BIKEast) asked that consideration be given to the installation of additional bike racks or valet bike parking, if at all possible.

Recommendation

That approval is given to the State Government's Investment NSW Sydney Street Party initiative, for the temporary road closure of St Pauls Street, between Perouse Road and 45-55 St Pauls Street, Randwick, for Sunday, 5 June, 2022; as per the attached Traffic Management Plan (TMP) and Traffic Control Plan (TCP), with additional bike racks or valet bike parking being provided, if possible.

TC73/22 Traffic Committee Report - Bunnerong Road, at Eastmore Place, Maroubra (M) (F2004/06184)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.73	D04510681	Road Safety	No Right Turn	DA	Yes

(Notwithstanding the fact that Bunnerong Road is a State Road, under the care and control of the TfNSW, it is considered that the following matter be discussed at the Traffic Committee prior to a formal request being placed before the TfNSW. It is noted that the TfNSW representative will be unable to endorse on behalf of the TfNSW, any recommendation arising out of this item.)

A resident raised concerns about the safety of pedestrians due to the volume of heavy vehicles turning right from Bunnerong Road into Eastmore Place especially on weekends. Eastmore Place is a very narrow street with no footpath available for safe pedestrian movements. Therefore, the resident expressed his concern that the safety of the pedestrians is threatened by the heavy vehicle movements in Eastmore Place.

Given the concerns raised, the Council arranged for a video count to be undertaken over two days. One was on Tuesday 5 April 2022 and the other was on Saturday 9 April 2022.

The results from the two days counts are presented in the following table:

Bunnerong Road, at Eastmore Place, turning movements:

Tuesday 5 April, 2022	Peak hour	Bunnerong Road (northbound) Light Vehicles (LV) plus Heavy Vehicles (HV) turning right into Eastmore Place	No. of Heavy Vehicles turning right into Eastmore Place
AM Peak	7:30am-8:30am	8	1
PM Peak	4:00pm-5:00pm	6	0

Bunnerong Road at Eastmore Place, turning movements:

Saturday 9 April, 2022	Peak hour	Bunnerong Road (northbound) Light Vehicles (LV) plus Heavy Vehicles (HV) turning right into Eastmore Place	No. of Heavy Vehicles turning right into Eastmore Place
AM Peak	8:30am-9:30am	4	0
PM Peak	3:00pm-4:00pm	6	0

It is evident from the gathered data that the volume of vehicles turning right from Bunnerong Road, into Eastmore Place, is low. Imposing a right turn ban at this location would significantly limit accessibility for the more than 35 dwellings with frontages to Eastmore Place or Marjorie Crescent. Accordingly, it is proposed that no action be undertaken, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation:

That, given the low volume of vehicles turning right from Bunnerong Road into Eastmore Place, and, given the access impost a right turn ban would have upon local residents, no action is proposed at this time.

TC74/22 Traffic Committee Report - Hastings Avenue, Chifley (M) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.74	D04499089	Road Safety	Speeding	RM	Yes

Following receipt of resident concerns, about the speed of vehicles travelling along Hastings Avenue, two traffic surveys were commissioned in March 2022 for a seven-day period.

The results of the traffic counts are shown in the following tables:

Hastings Avenue Between Macquarie Street and Hall Street – In front of 21A Hastings Avenue		Direction of Travel			
		Both Directions	Northbound	Southbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	1,284	594	690
		7 Day Average	1,235	569	666
Weekday peak hour traffic volume start	AM	08:00	99	55	44
	PM	17:00	112	45	67
Speeds : (km/h)		85 th Percentile	48.4	49.0	47.6
		Average	41.5	42.2	41.0

Hastings Avenue Between Hall Street and Little Bay Road – In front of 55A Hastings Avenue		Direction of Travel			
		Both Directions	Northbound	Southbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	1,376	643	733
		7 Day Average	1,336	624	712
Weekday peak hour traffic volume start	AM	08:00	101	53	47
	PM	17:00	119	50	69
Speeds : (km/h)		85 th Percentile	51.1	49.7	51.4
		Average	44.1	42.9	45.1

This traffic surveys indicates that the speeds occurring along Hastings Avenue are typical for such a location. However, given the 85th percentile speeds, it is considered appropriate that this location be referred to the Police for possible consideration of speed enforcement.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Hastings Avenue, Chifley, undertaken in March 2022, be noted and referred to NSW Police for consideration of speed enforcement, and
2. The person raising concerns about this matter be informed of the results.

TC75/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - May 2022 (C, H & M) (F2014/00528)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.05.75	D04487735	Signage Parking	MIPPS	RM	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC75/22.1	Albion Street, RANDWICK (C) (D04487735-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 83 Albion Street, Randwick.	Yes	To assist eligible mobility impaired residents park close to their property.
TC75/22.2	Belmore Road, RANDWICK (C) (D04557835-RM) (AD)	Attach 'Authorised Council Vehicle Excepted' signs on existing '½P 8:30am-4pm Mon-Fri 8:30am-12:30pm Sat' signs on the eastern side of Belmore Road, from the frontage of property No.53-63 Belmore Road to the frontage of property No.65-71 Belmore Road.	Yes	To temporarily facilitate the community Hearing Australia Bus on the 2nd of June 2022.
TC75/22.3	Boundary Street, CLOVELLY (C) (D04554769-AY) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 49 Boundary Street, Clovelly.	Yes	MIPPS is no longer required.
TC75/22.4	Carr Street, COOGEE (C) (F2022/00425-RM) (AD)	Install temporary "Special Event Clearway, Monday, 25 th of April 2022, 8:15am to 10:00am" on the northern side of Carr Street, adjacent to 238-246 Arden Street, Coogee.	Yes	To facilitate the parking of Transdev John Holland buses during the Anzac Day March event (retrospective approval).
TC75/22.5	Carr Street, COOGEE (C) (F2022/00425-RM) (AD)	Install temporary "Special Event Clearway, Monday, 25 th of April 2022, 5:00am to 10:00am" on the eastern side of Arden Street, adjacent to 52-56 Carr Street, Coogee.	Yes	To continue the services of Transdev John Holland buses during the Anzac Day road closures. (retrospective approval)
TC75/22.6	Moverly Road, SOUTH COOGEE (C) D04524582-DA(AD)	Relocate the MIPPS "8am-6pm, Mon-Fri" located on the eastern side of Moverly Road, 11m south of the pedestrian crossing (near the South Coogee Public School gate) to a distance of 12.5m north of the pedestrian crossing.	Yes	The South Coogee Public School requires the extension of the existing school pick up and drop off zone
TC75/22.7	Moverly Road, SOUTH COOGEE (C) D04524582-DA (AD)	Extend the existing 15m Kiss & Go "No Parking 8am -9:30pm 2:30pm-4pm School Days" zone on the eastern side of Moverly Road, South Coogee, at South Coogee Public School, by 5.5m northerly and terminating immediately south of the driveway layback.	Yes	School requires the extension of the existing school pick up and drop off zone

TC75/22.8	Moverly Road, SOUTH COOGEE (C) D04524582-DA (AD)	Reduce the existing 18m No Stopping zone located on the eastern side of Moverly Road, South Coogee, north of the pedestrian crossing to 12.5m (near the South Coogee Public School gate)	Yes	To allow the relocation of the MIPPS addressed elsewhere in this item.
TC75/22.9	Prince Street, RANDWICK (C) (D04529661-AY) (AD)	Reduce by 12m the length of the 'No Stopping' zone existing on the eastern side of Prince Street, north of Frances Street, Randwick	Yes	To increase supply of on-street parking for local residents
TC75/22.10	Wentworth Street, RANDWICK (C) (D04542839-RM) (AD)	Substitute existing part-time 6m Mobility Impaired Person's Parking Space (MIPPS), adjacent to 3 Wentworth Street, Randwick, with a full-time MIPPS.	Yes	To meet the parking needs of the local, mobility impaired, resident.
TC75/22.11	Todman Avenue, KENSINGTON (H) (D04538217-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 129 Todman Avenue, Kensington.	Yes	To assist eligible mobility impaired residents of 127 Todman Avenue to park close to their property.
TC75/22.12	Anzac Parade, MAROUBRA (M) (D04460560-RM) (AD)	Reduce the 115m layover Bus Zone on the east side of the northbound lane of Anzac Parade, south of Maroubra Road, by 18m south.	Yes	The State Transit Authority (STA) has requested the Council to reduce the length of the Bus Zone by 18m.
TC75/22.13	Anzac Parade, MAROUBRA (M) (D04460560-RM) (AD)	Increase the 30m ½P, 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat on the east side of the northbound lane of Anzac Parade, south of Maroubra Road, by 18m south.	Yes	To provide more availability of parking and to assist local businesses.

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.

TC76/22 Traffic Committee Report - Works Zone - Removal of Signage - May 2022 (C & M) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.76	F2005/00521	Signage	Works Zone	LB	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
REMOVAL						
1.	King Street, RANDWICK (C)	N	10	30-36 Dangar Street / 100 King Street	Unrestricted	LA/979/2021 ITD-LB (AD)
2.	Marine Parade, MAROUBRA (M)	N	8	130A Marine Parade	Unrestricted	LA/276/2021 WZ-341 ITD-LB (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 removed, as detailed.

TC77/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - May 2022 (C & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.77	F2008/00166	Signage, Parking	No Stopping	AY	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.	Beauchamp Road	Matraville (M)	East	10m	North	Entrance to 133-149 Beauchamp Road	D04482615-AY (AD)
2.	Rainbow Street	Randwick (C)	South	10m	West	Paton Street	D04556322-TL (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.

TC78/22 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - May 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>
2022.05.78	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	This device has been installed and is functioning well.
P.0069760.01	Anzac Pde at Franklin Street (southern intersections), Matraville - Signalise multi-carriageway intersection	FSRSPSZ	\$1,300,000	TfNSW has given Approval in Principle of the early design stage. Further design development continues.
P.0069754.07	Perouse Road (at Aeolia Street), Randwick - Raise existing pedestrian crossing, create wombat crossing	FSRSPSZ	\$150,000	This device has now been installed. Some very minor works still to be done.
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	This device has been installed and is functioning well.
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 released for consultation. A report on the results of the community consultation results is being tabled at this Traffic Committee meeting.

				Rainbow/Hendy This device has been installed and is functioning well.
P.0069754.10	King Street, Randwick- Install pedestrian refuge near Montefiore Randwick	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.11	Clovelly Road (near Dans Avenue / Knox Street), Clovelly - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	This device has been installed and is functioning well. Minor adjustments required.
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	This device has been installed and is functioning well.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
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 been installed and is functioning well.
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 (It is also noted that there have been no known community concerns raised about the operation of the existing pedestrian refuge) 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,at Bream Street - Install pedestrian refuge -	FSRSPSZ	\$80,000	This device has been installed and is functioning well.
P.0069754.17	Chepstow Street (at Stanley Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.18	Carter Street (at Avoca Street), Randwick – Install continuous footpath treatment	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.

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.

The meeting closed at 10.40am.