



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 12 APRIL 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

Councillor Kathy Neilson 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)
Cr Dylan Parker	Councillor (Central Ward) Mayor and representative for Maroubra
Ms James Miranda	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)
Cr Bill Burst	Councillor (South Ward)
Mr Matthew Nabarro	Transdev John Holland
Ms Nadia Morgan	Transdev John Holland
Ms Kate Lewis	Transport for NSW (TfNSW)
Mr Lee Roberts	BIKEast
Mr Glen Smith	Resident
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident
Mr Brian Smith	Resident

Mr Duncan Scott, Mr Sri Sritharan, Ms Heidi Leadley, Ms Dilruba Akhter, Ms Despina Kalavas, Mr Ali Yassine and Mr Jesse Grazotis – Randwick City Council

Apologies

Apologies were received from:

- Representative for the Member for Heffron
- Sgt Matthew Thompson - Eastern Beaches Police*

**(Unfortunately the Police representative was unable to join the Traffic Committee meeting. However, a copy of the Minutes has been sent to the Police representative for review. If there are any matters about which the Police raise some concerns, all action on those matters will be ceased, until the next meeting of the Committee.)*

Pecuniary Interests

- The Mayor, Councillor Dylan Parker declared a non-significant, non-pecuniary interest as he is employed by the Member for Maroubra.

Matters Arising from the Minutes OR from Council Resolutions**TC63/22 Expression of Gratitude for Mr Bushara Gidiess - STA**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.63	D04537576	Road Safety	Road Safety	TL	Yes

Mr Lehmann apologised to the Committee for an oversight from last month's Traffic Committee meeting. He stated that he should have advised the Committee, last month, that the State Transit Authority representative, Mr Bushara Gidiess, will no longer be participating in Randwick's Traffic Committee meetings. Mr Gidiess was STA's Traffic and Services Manager, for the eastern region.

Mr Lehmann stated that Mr Gidiess has been the Council's primary Sydney Buses contact, regarding traffic matters affecting bus services in the eastern region, for the past four years, since 2018. During this time Mr Gidiess represented the STA, in support of the vast numbers of Randwick community members who catch buses, in a very positive manner.

Mr Lehmann further stated that Mr Gidiess has always been very supportive of the Traffic Committee and its processes and his calm and professional input has always been welcomed.

The Traffic Committee chairperson, Mr Lehmann, asked that Mr Gidiess' service and commitment to the bus travelling community be acknowledged, and that the Committee offer an expression of sincere gratitude for his efforts, over the years, in keeping the Randwick community safely on the move.

Councillor Neilson and Mr Chilcott endorsed these sentiments.

Recommendation

That

1. An expression of sincere gratitude be given to Mr Bushara Gidiess for his representation and support of the Randwick “bus catching” community and for his support of the Randwick Traffic Committee over the past four years; and
2. It be noted that the Committee wishes Mr Gidiess well for his onward journeys.

Matters Arising

TC63/22 Expression of Gratitude - Mr Bushara Gidiess – STA2

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TC46/22 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
2022.04.46	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.

TC47/22 Traffic Committee Report - Anzac Day Arrangements - Arden St, Byron St & Coogee Bay Rd, Coogee – (C) (F2022/00425)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.47	F2022/00425	Event	Road Closure - Temporary	RM	Yes

Each year, Council holds an Anzac Day Dawn service at Goldstein Reserve Coogee in partnership with the Coogee Randwick Clovelly RSL Sub-Branch (CRCSB), requiring a temporary road closure (operated by the Police). In 2021, the RSL Sub-Branch added a March from Coogee Diggers to Goldstein Reserve after the Dawn Service, and due to its success, the March is once again taking place.

The Dawn Service is primarily managed by Council's Economic Development and Placemaking team, and the March is managed by the Coogee Randwick Clovelly RSL Sub-Branch (CRCSB). This year, the organisers of both would like to streamline the traffic management of the two events by requesting approvals simultaneously. Council is requested to approve two temporary road closures from 5am to 7am of Arden Street and Coogee Bay Road, and 8:30am to 10am of Byron Street, Coogee Bay Road and Arden Street on Monday, 25th of April 2022. This is to assist the CRCSB with the Dawn Service occurring between 5am to 7am and the RSL March between 8:30am to 10am.

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

Resourcing Strategy implications

The RSL are covering the traffic management costs associated with the march - with resourcing support from Police and the SES.

Recommendation

That the temporary road closures for ANZAC DAY 2022, from 5am to 7am and 8:30am to 10am on Monday, 25th of April 2022, as shown in the Traffic Control Plan (TCP) tabled at the Meeting, are endorsed subject to the following conditions:

1. The Council Traffic Control contractor shall close the streets in accordance with the approval and Traffic Management Plan (TMP), unless otherwise directed by Police / authorised City Rangers;
2. Council and CRCSB shall consult with the Police regarding the undertaking of the road closures;
3. Council and CRCSB to consult with Transdev John Holland Buses representative, and agreement is made prior to the event to mitigate the impact to the bus services during the closures;

4. Council shall close off the Goldstein Reserve Car Park;
5. CRCSB shall not occupy the carriageway or footway of the road until the second road closure begin;
6. Council shall advise all emergency services (Police, Fire Brigade and Ambulance) of the proposed temporary road closures;
7. The Council Traffic Control contractor is to obtain a Road Occupancy Licence from the Transport Management Centre prior to event;
8. A minimum of 4.0 meters corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
9. All Traffic control devices are to be installed in accordance with Australian Standard 1742.3;
10. No fixtures of a permanent nature shall be located on the public way; and
11. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants etc.) shall be kept free of any obstructions.

**TC48/22 Traffic Committee Report - Bundock Street, Randwick - Trailer Parking (C)
(F2014/00528)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.48	F2014/00528	Road Safety	Road Safety	DA	Yes

The Council had been approached by some Bundock Street residents who have concerns about the parking of many trailers along the southern side of Bundock Street, between Hendy Avenue and Avoca Street, Randwick.

This matter was reported to the Randwick Traffic Committee in February 2022, resulting in a recommendation that community consultation be undertaken regarding the concerns raised. A letter was delivered on 11 March 2022 to all residences along, or near to, this part of Bundock Street, inviting participation in a parking survey. The matter was also listed in Randwick eNews – 23 March 2022 edition, an email was sent to Your Say Randwick subscribers and the Randwick Precincts and Councillors were notified as well.

The survey informed residents that the Council is proposing to install a 'No Parking 7am–7pm - Tuesdays – Motor Vehicles Excepted' parking control along the southern side of this part of Bundock Street. Residents were informed that the trial would be assessed after six months.

Overall, 75% of respondents said they supported the introduction of the trial while 21% of respondents were unsupportive (see consultation report attached as Appendix 1). Accordingly, the Council proposes to install this parking control, for a trial period of six months, with an assessment and review to be undertaken at the end of this period.

Resourcing Strategy implications

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

Refer to the Business Paper for the attachment.

Mr Ryan and Mr Smith addressed the Committee and answered questions put to them. The Committee agreed that a survey of the residents of nos 101, 103, 105, 107, 109, 111, 113 Bundock Street and 22 Hendy Avenue be undertaken to ascertain their views on an extension of the subject parking control, through to their section of Bundock Street.

Recommendation

That:

1. The installation of a “No Parking 7am–7pm - Tuesdays – Motor Vehicles Excepted” signage is approved for the southern side of Bundock Street, Randwick, from just west of 101 Bundock Street (125 metres west of Hendy Avenue) to Avoca Street, for a six-month trial period.
2. The residents of nos 101, 103, 105, 107, 109, 111, 113 Bundock Street and 22 Hendy Avenue be surveyed to ascertain their views on an extension of the subject parking control through to their section of Bundock Street.
3. If the resident survey, indicated in (2) above, shows majority support for an extension of the subject parking control through to Hendy Avenue, the Technical Sub-Committee is delegated authority to authorise such an extension (with a report coming back to the next Traffic Committee meeting)."

TC49/22 Traffic Committee Report - Bundock Street / Canberra Street, Randwick (C) (F2004/07232)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.49	D04529026	Signage Parking	No Parking	TL	Yes

Recently, during a meeting regarding Bundock Street traffic and parking matters, the Member for Coogee, Dr Marjorie O'Neill, MP, advised that bus operators had requested of her that the Traffic Committee consider removal of parking from the Bundock Street / Canberra Street intersection.

Resourcing Strategy implications

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

Mr Ryan addressed the Committee and expressed his gratitude to the Member for Coogee for her support regarding this matter.

Recommendation

That a 30 metre, full-time, No Parking restriction is installed on the southern side of Bundock Street, opposite Canberra Street, Randwick.

TC50/22 Traffic Committee Report - Byron Street / Dudley Street, Coogee - Pedestrian Refuge (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.50	D04525653	Road Safety	Road Safety	RA	Yes

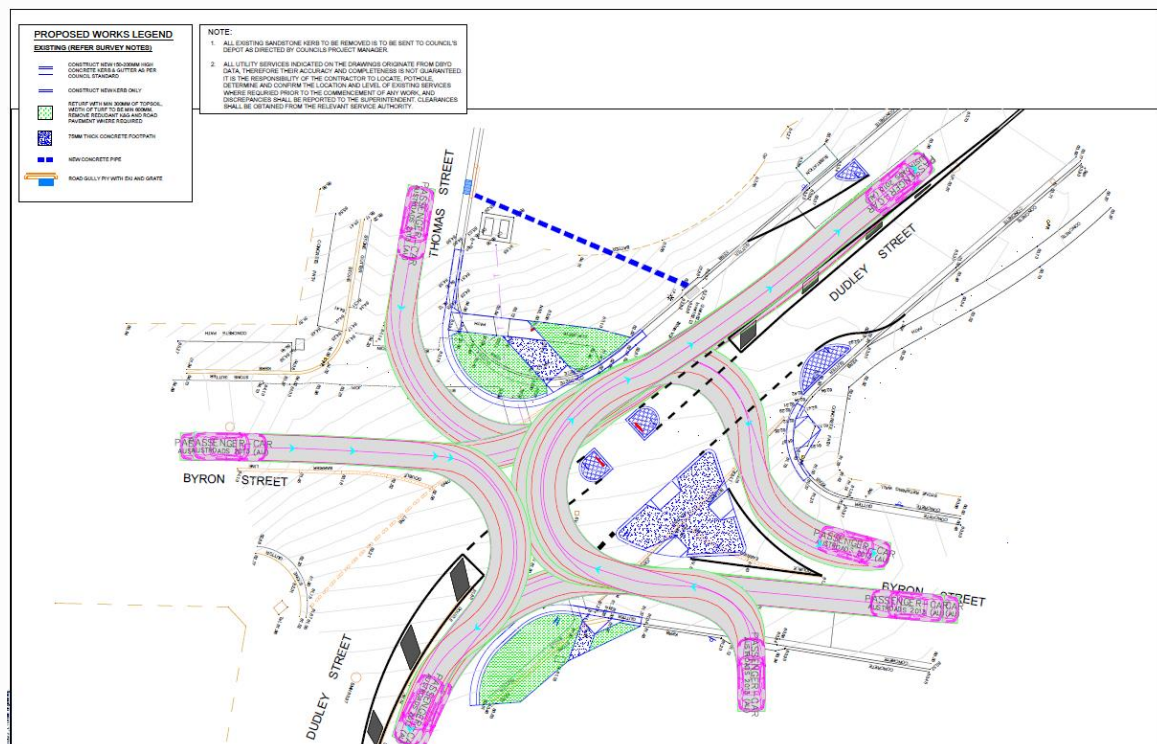
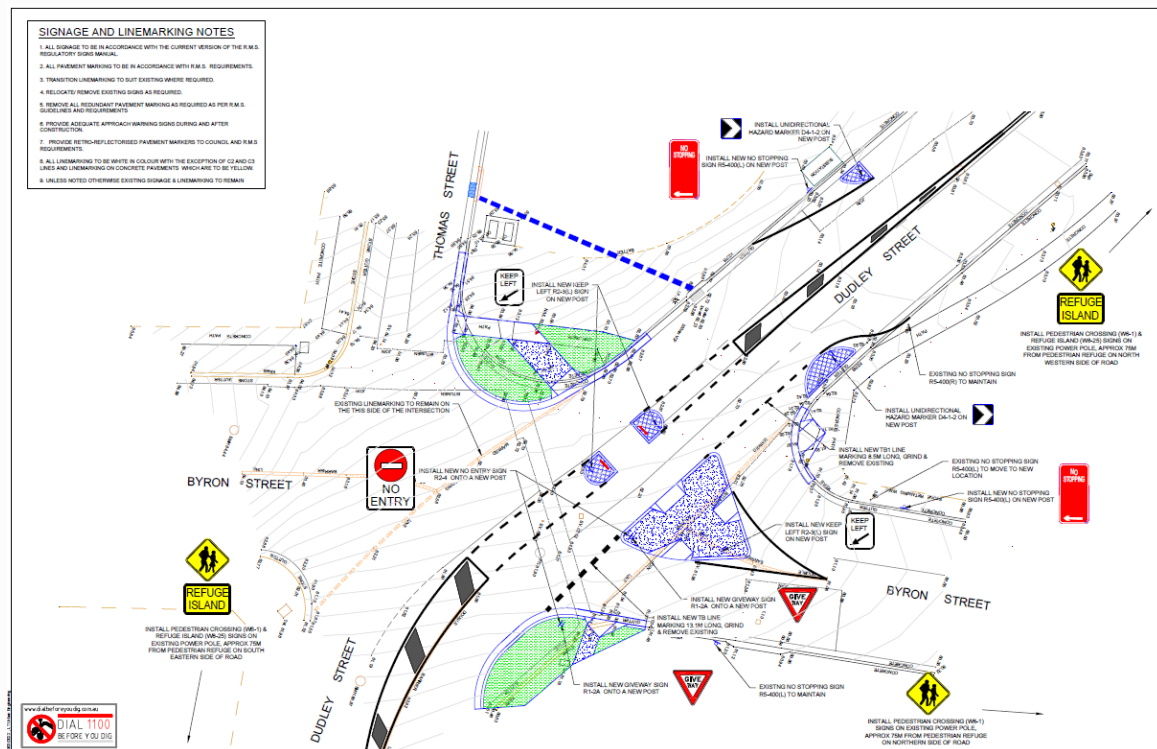
Concerns were raised by residents regarding the speed at which vehicles are travelling along Dudley Street, near Byron Street, Coogee, and the lack of pedestrian crossing provisions. There is a clear need to ensure provision of a safe crossing for pedestrians and a vehicle calming mechanism to slow approaching traffic within this intersection.

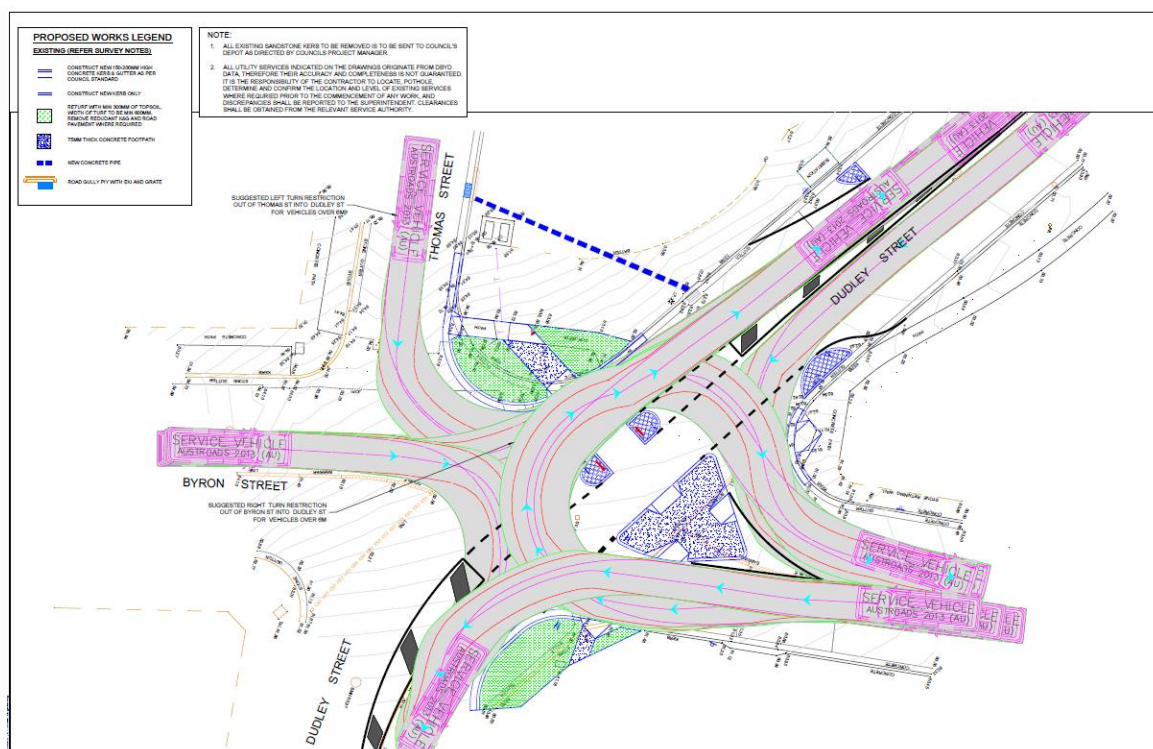
To achieve this, a pedestrian refuge facility has been proposed within the intersection. One of the pedestrian refuges will be installed within Dudley Street, centered on the Byron Street/ Dudley Street junction. A second, 6m wide pedestrian island is also proposed at the centre of Byron Street, southeast of the Byron Street and Dudley Street junction. This gives the pedestrian the

ability to cross in two stages along Byron Street, and/or Dudley Street. Physical road narrowing through kerb buildouts and line markings on the northeast side of the Byron Street/ Dudley Street junction will act as a traffic calming mechanism for vehicles approaching the pedestrian refuge. Pram ramps and a concrete path extension is also proposed to connect pedestrian to the existing footpath networks.

The installation of pedestrian refuges would passively encourage safer driving behaviors, create clear sight lines for vehicles entering the intersection and would provide a designated informal crossing point for pedestrians.

A concept design is shown below, with swept path diagrams 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, for Byron Street and Dudley Street, Coogee (as detailed in the plan shown - D04526218) is endorsed for construction

TC51/22 Traffic Committee Report - Chapel Street / St Marks Road, Randwick - Pedestrian Refuge (C) (F2004/08338)

Index code	Trim Ref:	Category	Sub-Category	By	AD
2022.04.51	D00333388	Road Safety	Pedestrian Safety Improvement Program	JG	Yes

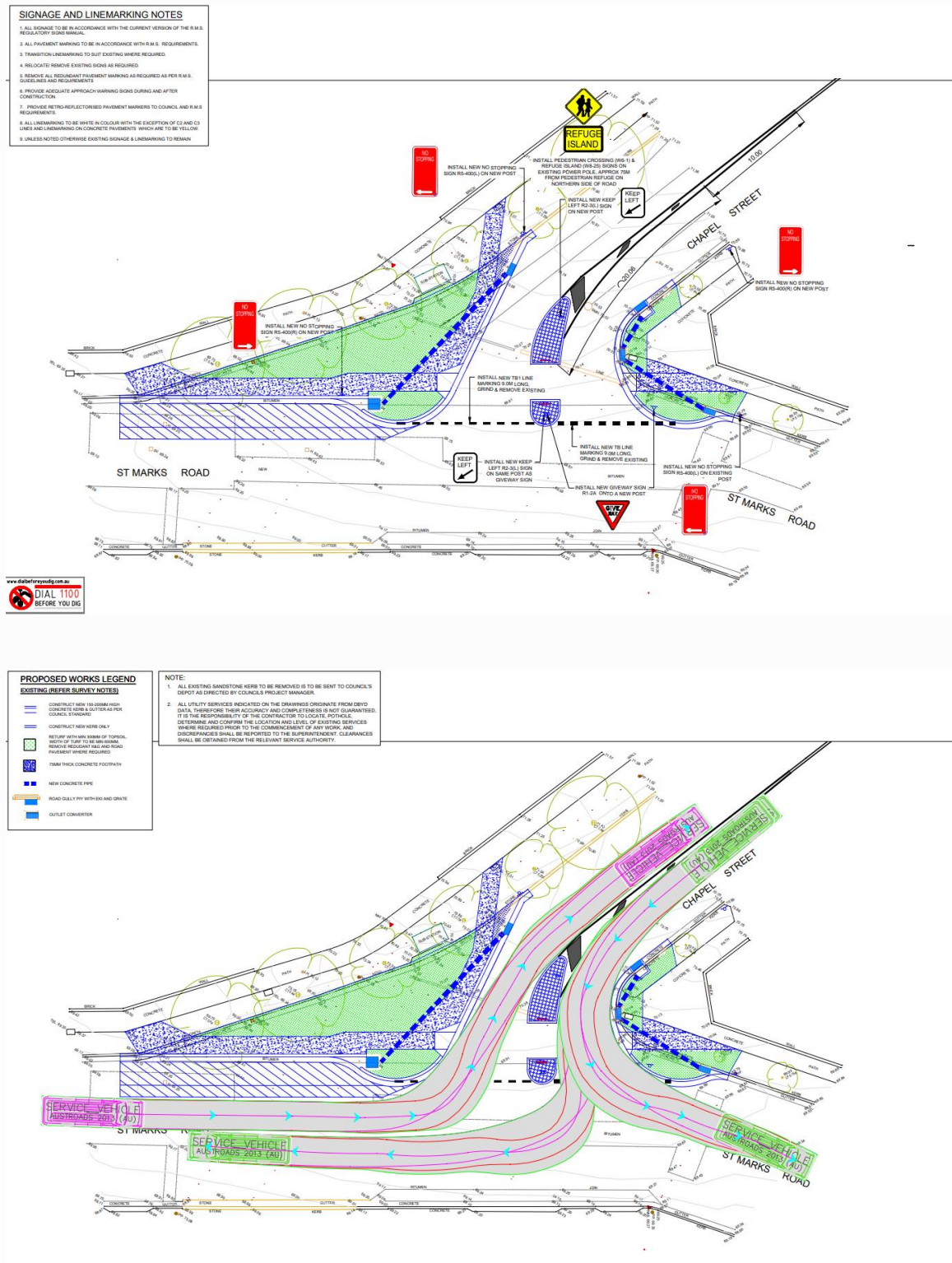
Concerns were raised by residents regarding vehicles turning left, at speed, from St Marks Road into Chapel Street, Randwick, creating a possible safety risk for pedestrians crossing the road.

To address this concern, kerb buildouts and a pedestrian refuge are proposed. Kerb realignment on the west side of Chapel Street will physically narrow the road and offer a better road geometry upon entry into Chapel Street. This will ensure the slowing of vehicles and better sight lines within the Chapel Street and St Marks Road intersection.

In addition, a pedestrian refuge island on Chapel Street will further act as a traffic calming measure for turning vehicles, while allowing for a safe informal crossing point for pedestrians. Pram ramps and a concrete path extension are also proposed to connect pedestrians to existing footpaths aligning with pedestrian desire-lines. The proposal will reduce the distance over which pedestrians are exposed to moving vehicles, from some 20 metres, to about 8 metres.

The installation of pedestrian refuges will also encourage safer driving behaviour, create clear sight lines for vehicles entering and provide a designated informal crossing point for pedestrians.

A concept design is shown below, with swept path diagrams shown on the following pages.



Resourcing Strategy implications

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

Mr Lehmann informed the Committee that, following a meeting with some residents and Councillor Neilson, he proposes some minor additions to the design plan. These changes are:

1. A 20m length of double centreline in St Marks Road, on both the northbound and the southbound approaches to Chapel Street
2. A 'Pedestrian Refuge on Side Road' sign in St Marks Road, 50m to the north and 50m to the south of the intersection, and
3. A slight extension (1.5m?) further northerly of the northern traffic island of the proposed Chapel Street pedestrian refuge.

Recommendation

That the proposed pedestrian refuge island, kerb build out and accompanying signage/line marking, for Chapel Street, at St Marks Road, Randwick, (as detailed in the plan shown - D04526212), are endorsed for implementation, with the following amendments:

1. A 20m length of double centreline in St Marks Road, on the both the northbound and southbound approaches to Chapel Street
2. A 'Pedestrian Refuge on Side Road' sign in St Marks Road, 50m to the north and 50m to the south of the intersection, and
3. A slight extension (1.5m?) further northerly of the northern traffic island of the Chapel Street pedestrian refuge.

TC52/22 Traffic Committee Report - Mount Street, Coogee (C) - Speed and Volume (F2019/00169)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.52	D04501548	Road Safety	Speeding	DA	Yes

Following receipt of a resident concern about the speeding of vehicles travelling along Mount Street, a traffic survey was commissioned on 11 March 2022 for a seven- day period.

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

Mount Street In the vicinity of 11 Mount Street			Direction of Travel		
			Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	1369	648	721
		7 Day Average	1367	647	720
Weekday peak hour traffic volume start	AM	08:00	131	82	56
	PM	17:00	131	60	67
Speeds : (km/h)		85th Percentile	36.6	37.1	36.3
		Average	31.7	31.8	31.7

The results from the traffic survey indicate that the speeds along Mount Street are not excessive, for such location. Therefore, no action is deemed necessary, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report

Recommendation

That:

1. The results of the traffic surveys for Mount Street, Coogee, undertaken in March 2022, be noted; and
2. The person raised concerns about this matter be informed of the results.

TC53/22 Traffic Committee Report - Stanley Street, Randwick - Speed and Volume (C) (F2019/00169)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.53	D04410045	Road Safety	Speeding	DA	Yes

Following receipt of a resident's concern about the speed of vehicles travelling along Stanley Street, a traffic survey was commissioned on 16 February 2022 for a seven- day period.

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

Stanley Street Between Avoca Street and Chepstow Street – In the vicinity of 21 Stanley Street		Direction of Travel		
		Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	2107	1077
		7 Day Average	1884	970
Weekday peak hour traffic volume start	AM	08:00	316	140
	PM	15:00	337	151
Speeds : (km/h)		85th Percentile	43.6	43.1
		Average	35.7	35.9

An examination of the results of the survey indicate that the traffic volumes and speeds are typical of a residential street in the urban environment.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Stanley Street, Randwick, undertaken in February 2022, be noted; and
2. The person who raised concerns about this matter be informed of the results.

TC54/22 Traffic Committee Report - Yarraman Avenue, Randwick (C) (F2015/00395)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.54	D04490503	Road Safety	Speeding	DK	Yes

Concerns have been raised from the community and residents of the recently developed Newmarket Residences regarding pedestrian safety at Yarraman Avenue, Randwick.

Yarraman Avenue is currently a private road, owned by Cbus Property Pty Ltd. This street was created as part of the development to enhance pedestrian, bicycle and vehicle permeability through the site and connect into the surrounding road network. The street runs east off Young Street, between the Inglis Park and the residences, continues along the eastern side of the development (to the rear of Randwick Girls High School), and re-connects to Young Street, at the southern border of the development. In due course this private road will be handed to the Council and will become a public road.

The northern section provides access to the off-street parking of the Newmarket Residences and facilitates two-way traffic with a 5.8m carriageway. The eastern and southern sections are one-way southbound and westbound respectively with 3.5m traffic lane. On-street parking is also allowed on the eastern edge of Yarraman Avenue.

Yarraman Avenue has been arranged to operate as a Shared Zone with the relevant signage and a change in carriage way surface to indicate the change in the road conditions.



Figure 1: Shared Zone- Yarraman Avenue, Randwick

With the development having been completed and occupied for many months and with the adventure playground fully accessible to the public, numbers of residents, including the Owners Corporation, have raised concerns about road safety. Locals are concerned that the current conditions pose road safety risks due to the large amounts of pedestrian traffic, in particular young children, crossing Yarraman Avenue, between the Inglis Park / public open space, on the southern side and the retail shops and toilets, on the north.

Council has raised these concerns with Cbus Property, the road owner, and several site inspections have been undertaken to ascertain the site conditions and ensure the shared zone signage meet the requirements.

Cbus Property have been committed to improve the conditions and mitigate any potential risks to pedestrians, therefore they engaged a traffic consultant to undertake a traffic study of the subject location and make recommendations accordingly. The outcome of the study, recommended the installation of speed cushions as per Figure 2 shown below:

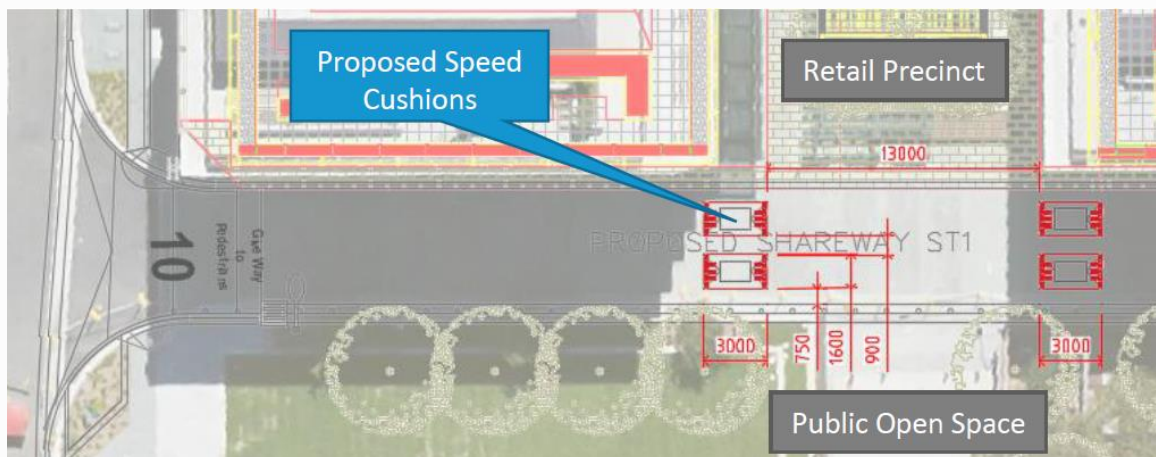


Figure 2: Location of speed cushions on Yarraman Avenue, Randwick

The speed cushions were proposed in a suitable location and designed in accordance, AS1742.13:2009 – Local Area Traffic Management and Austroads: Guide to Traffic Management Part 8: Local Area Traffic Management: Section 7.2.2. Installation of the devices was undertaken on the 24 December 2021 by Cbus Property contractors.



Figure 3: Speed cushions on Yarraman Avenue, Randwick

Subsequent to the installation of the speed cushions, Council has received further correspondence from the Strata Committee of the Newmarket Residences advising that the installation of the speed cushions and enhanced signage has not mitigated the risks associated with the pedestrians and request additional traffic calming treatments in the subject location.

Subsequently, speed and traffic counts were undertaken in March 2022 for a seven-day period to determine the extent of the speeding issue. The counts were installed at three separate locations as shown in Figure 1.

The data highlights that the average daily traffic volumes are low. The traffic speeds indicate that the majority of vehicles are travelling at speeds between 10-20km/h.

Despite the location having generally very low speeds, the developers, CBUS, have been formally requested to investigate and address the concerns arising out of the design which they have implemented at this location. They have been asked to provide to the Council a satisfactory solution to the concerns being raised by community members.

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

Yarraman Avenue- Site 1			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	604	435	169
		7 Day Average	618	448	170
Weekday peak hour traffic volume start	AM	08:00	64	43	21
	PM	15:00	42	31	11
Speeds : (km/h)		85th Percentile	20.4	20.4	19.5
		Average	16.9	17.0	16.7
		% of vehicles >10-20km/h	81%	86%	79.1%
		% of vehicles >20-30km/h	18.8%	13.6%	20.8%

Yarraman Avenue- Site 2			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	318	290	28
		7 Day Average	324	296	28
Weekday peak hour traffic volume start	AM	08:00	39	36	3
	PM	15:00	26	25	1
Speeds : (km/h)		85th Percentile	17.1	16.8	15.1
		Average	14.6	14.5	15.1
		% of vehicles >10-20km/h	95.1%	91.4%	95.5%
		% of vehicles >20-30km/h	4.4%	6.1%	4.2%

Yarraman Avenue- Site 3			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	260	258	2
		7 Day Average	273	271	2
Weekday peak hour traffic volume start	AM	08:00	36	36	0
	PM	15:00	23	23	0
Speeds : (km/h)		85th Percentile	21.5	21.5	n/a
		Average	17.9	17.9	19.9
		% of vehicles >10-20km/h	73.1%	68.8%	73.1%
		% of vehicles >20-30km/h	25.6%	12.5%	25.7%

Resourcing Strategy implications

There are no financial implications arising from this report.

Mr. Porritt addressed the Committee and answered questions put to him. His main concern was sightlines being compromised by vehicles parking within Yarraman Avenue, close to the playground / cafes etc..

Ms. Kalavas detailed the upgraded signage and linemarking she had proposed to CBUS for implementation in Yarraman Avenue. Mr Lehmann stated that Council officers would pursue this matter with CBUS, the owners of the road.

Recommendation

That:

1. The results of the traffic surveys for Yarraman Avenue, Randwick, undertaken in February 2022, are noted;
2. CBUS be contacted regarding the upgraded signage and linemarking proposed by Council's Ms Kalavas for implementation in Yarraman Avenue (privately owned by CBUS) and
2. The response to be received from CBUS be assessed and, if required, reported back through this Committee.

TC55/22 Traffic Committee Report - Ormond Gardens, Coogee - Resident Parking Scheme, Area CO2 - Desktop Review (C) (F2021/00305)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.55	D04438023	Signage Parking	1P Resident Parking	RM	Yes

Due to the increasing parking pressure in Area CO2 and the high demand of securing a residential parking space in Ormond Gardens, Coogee, 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 Ormond Gardens.

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

Permits Issued vs Resident Parking Scheme (RPS) spaces, Area CO2, in Ormond Gardens, Coogee

Area Code	Street Name	No. of Permits Issued	No. of Resident Parking Spaces Available	Comments / Proposal
CO2	Ormond Gardens	17	10	Install 7 additional resident parking spaces on Ormond Gardens

It is evident from the above data that there are insufficient resident parking spaces available in Ormond Gardens to service the parking demands of the resident permit holders. Therefore, it is recommended that additional resident parking spaces be installed as shown in the following plan:



Concept Plan 1 - Ormond Gardens

Resourcing Strategy implications

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

Recommendation

That, seven additional resident parking spaces "1P, 8am-10pm, Mon-Sun, Permit Holders Excepted, Area CO2" on the northern side of Ormond Gardens, Coogee, starting from the east of the cul-de-sac and extending easterly for 36m, as shown in the concept plan.

TC56/22 Traffic Committee Report - Australia Avenue, Matraville - Speed and Volume (M) (F2019/00169)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.56	D04464140	Road Safety	Speeding	DA	Yes

Following receipt of a resident's concern about the speeding of vehicles travelling along Australia Avenue, a traffic survey was commissioned on 17 February 2022, for a seven- day period.

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

Australia Avenue Between Bunnerong Road and McCauley Street In the vicinity of 40 Australia Avenue		Direction of Travel		
		Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	433	216	217
	7 Day Average	416	208	208
Weekday peak hour traffic volume start	AM	07:00	42	21
	PM	16:00	39	21
Speeds : (km/h)	85th Percentile	47.8	48.8	46.3
	Average	39.1	40.0	38.2

An examination of the results of the survey indicate that the traffic volumes are quite low compared to many streets in the Randwick Council area. Also, the vehicle speeds are typical of residential streets in the Randwick area. Additionally, even though there seems to be no single period when

speeding most occurs, Council will ask Police Highway Patrol to consider speed enforcement along Australia Avenue.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Australia Avenue, Matraville, undertaken in February 2022, be noted;
2. The Police Highway Patrol be requested to undertake regular speed enforcement within Australia Avenue; and
3. The person who raised concerns about this matter be informed of the results.

TC57/22 Traffic Committee Report - Pozieres Avenue / Knowles Avenue / Combles Parade / Daunt Avenue, Matraville - Roundabout (M) (F2004/08338)

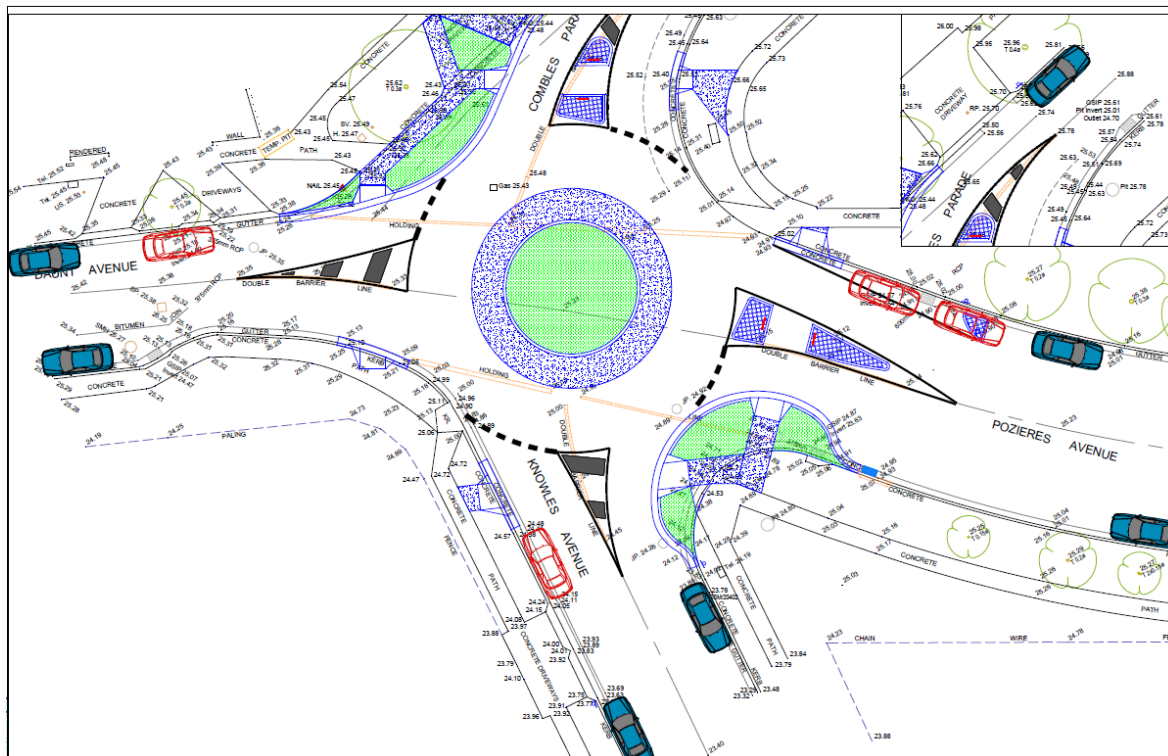
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.57	D04526228	Road safety	Road Safety	RA	Yes

In order to address local road safety concerns, plans have been prepared for the installation of a roundabout, with splitter islands and new line marking at the offset intersection of Pozieres Avenue, Daunt Avenue, Combles Parade and Knowles Avenue, Matraville. This project is being funded through the Council's Pedestrian Safety Improvement Program for 2021/2022.

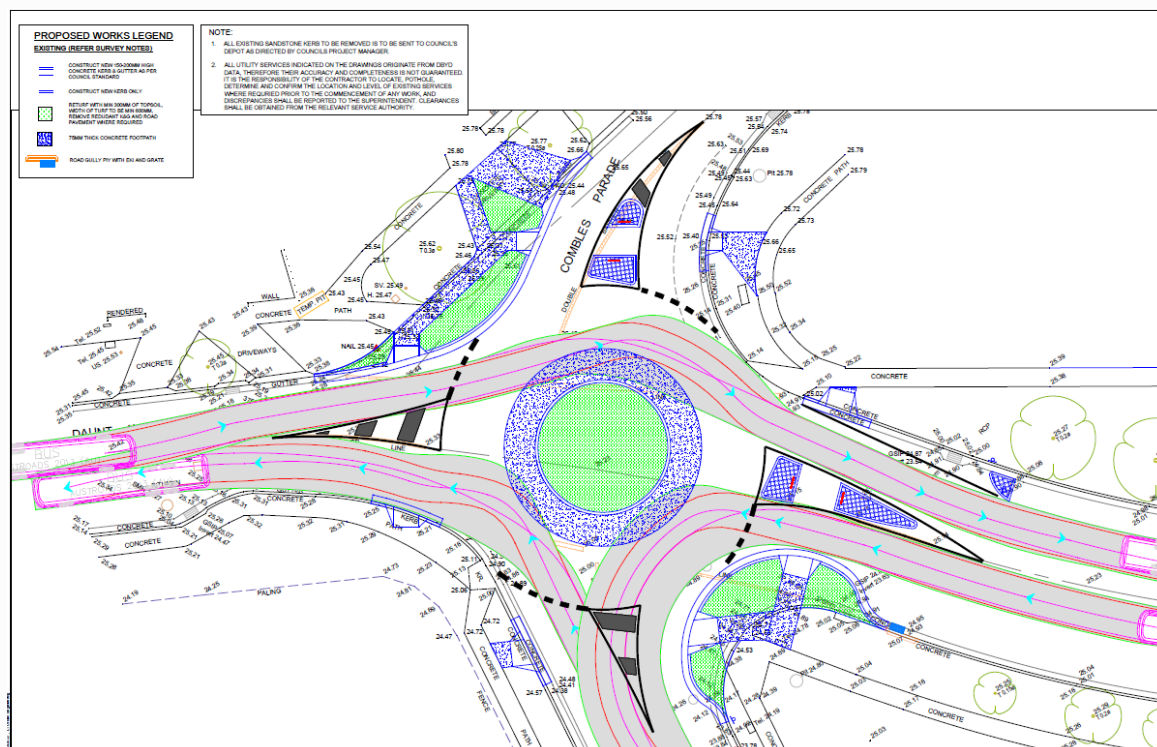
The installation of the proposed roundabout will have the benefit of reducing the speed of traffic travelling through this intersection with enhanced safety for the active transport modes (pedestrians and bike riders). The following points summarise key project outcomes:

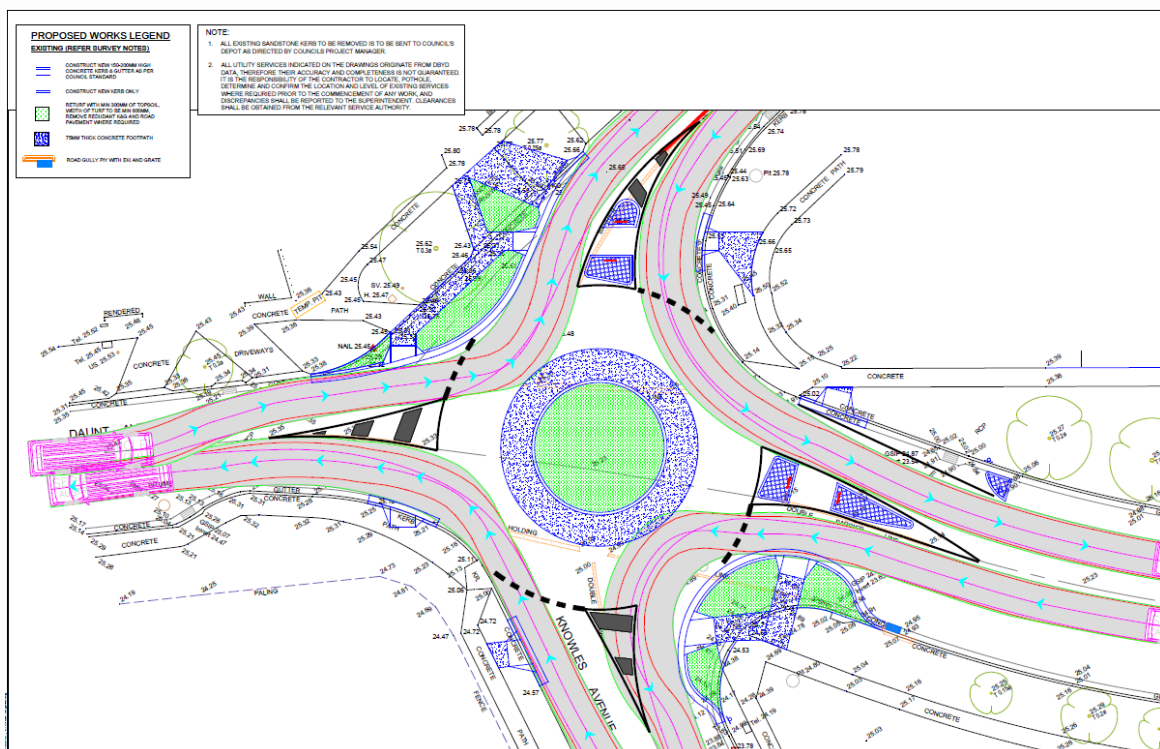
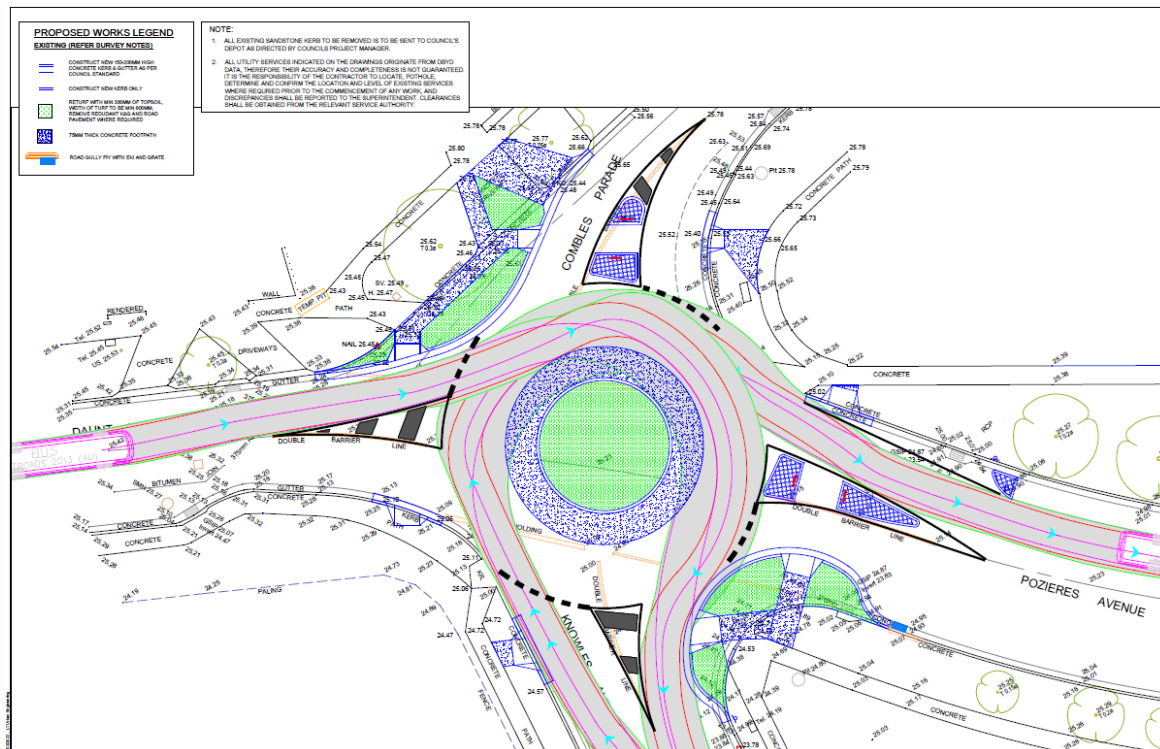
- The roundabout simplifies the existing road geometry, while allowing for balanced traffic flow and pedestrian safety within the intersection.
- The roundabout is designed to accommodate the 12.5m bus turning radius entering & exiting between Daunt Avenue, Knowles Avenue & Pozieres Avenue.
- The additional footpath 1.5m wide along the northern kerb alignment for the Combles Parade /Daunt Avenue corner kerb extension provides a more direct access to the pedestrian refuge on Combles Parade.
- A 3.0m wide refuge has been designed for Combles Parade, while a 2.8m wide refuge has been designed for Pozieres Avenue to accommodate kids with bikes using the crossing and providing more storage space for pedestrians using the crossing.
- Enhanced landscaping and overall aesthetic of the junction.

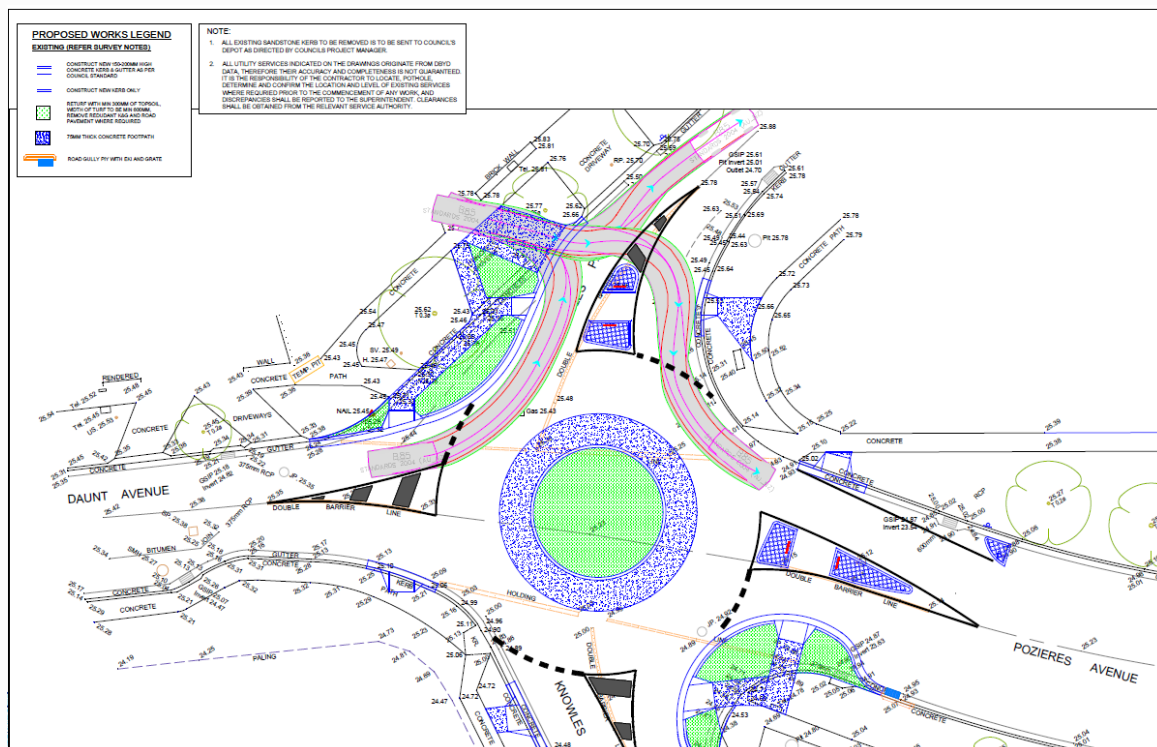
Following are two diagrams which show details of the proposed roundabout and the swept paths of buses traveling at this intersection. Note that the Council is currently also exploring the opportunity of installing a significant specimen tree in the centre of the roundabout. Details to be reported at the



Traffic Committee meeting.







Funding for this project has been provided for within the 2021 / 2022 budget.

That the proposed roundabout and accompanying signage/line making at Pozieres Avenue, Daunt Avenue, Combles Parade and Knowles Avenue, Matraville (as detailed in the plans shown - D04526227), is endorsed for construction.

**TC58/22 Traffic Committee Report - South Maroubra Car Park - Pedestrian Link (M)
(F2004/07232)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.58	D04397043	Pedestrian	Safety Concerns	TL	Yes

Concerns regarding the passage of pedestrians through the existing and new South Maroubra beach car parks have been raised with the Council.

There are two issues:

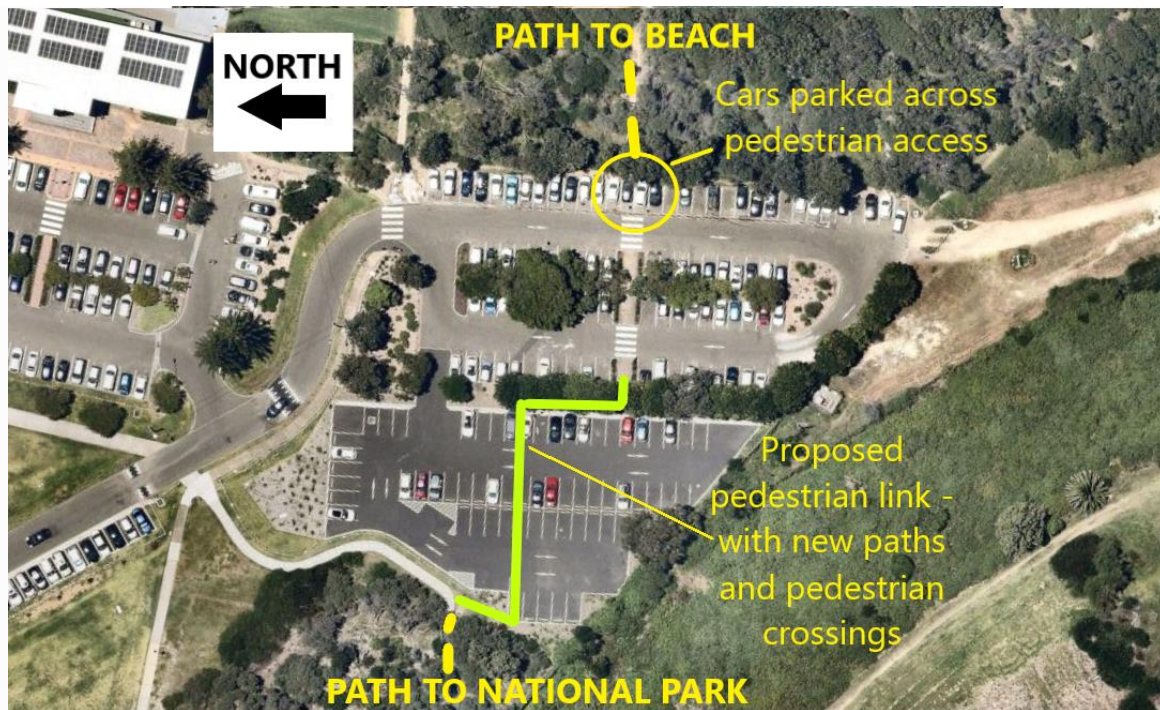
- The existing beach access pathway / pedestrian crossing link is often blocked by parked cars, and
- The lack of a pedestrian connection from the existing pedestrian link into the new adjacent carpark and onto the Malabar Headland National Park walking path

The following diagram shows the car park location:



It is proposed that, as an immediate measure, a bollard be installed in the single car space where cars park across the pedestrian access to the beach. Longer term, it is proposed that new concrete paths be created, new pedestrian crossings be installed and parking be removed from four parking spaces (by way of bollard placement and chevron linemarking), in order to create a strong, direct and safe link between the paths to the National Park and to South Maroubra Beach

The following image shows the existing conditions and proposed pedestrian passage through the car park:



Resourcing Strategy implications

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

Funding for the new paths and new pedestrian crossings will need to be considered in future budget allocations – from the footpaths program.

Mr. Chilcott addressed the Committee and asked about improvements for pedestrian access to the beach at the southern end of the original carpark. Mr Lehmann explained that this southern beach access could generally be negotiated by most people by filtering through the parked cars; he also stated that he considered that the single, central, clear beach access, in the centre of the carpark, was sufficient to meet the pedestrian demands of this carpark. He also explained further the rationale for having the proposed pedestrian link, on a 'dog-leg' away from the direct line of the original pedestrian passage through the carpark – and that this related to land ownership issues at the western edge of the carpark.

NB: During discussion of this item, Lee Roberts (BIKEast) asked that the Council consider installation of additional bike parking rails, servicing the South Maroubra Beach and walking tracks. Mr. Lehmann agreed that this would be investigated.)

Recommendation

That:

- a) A bollard be installed in the single car space where cars park across the pedestrian access to South Maroubra Beach;
- b) New concrete paths be designed and installed in the new South Maroubra Beach Car Park, along with new pedestrian crossings and bollards with chevron linemarking, in order to create a strong, direct and safe link between the paths to the National Park and to South Maroubra Beach (as per the diagram within this report), and
- c) Installation of additional bike parking rails, servicing the South Maroubra Beach and walking tracks, be investigated.

TC59/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - April 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>
2022.04.59	F2004/06136	Signage Parking		JS	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC59/22.1	Barker Street, RANDWICK (C) (D04479250-RM) (AD)	Extend No Stopping zone on the southern side of Barker Street, 7.5m east of Young Street by additional 9.5m.	Yes	To increase sight distance for motorist on Young Street when entering Barker Street.
TC59/22.2	Barker Street, RANDWICK (C) (D04488832-RM) (AD)	Reduce 37.5m Bus Zone on the southern side of Barker Street, 7.5m east of Young Street by 9.5m.	Yes	To prevent buses obscuring motorist vision when entering Barker Street from Young Street.
TC59/22.3	Dolphin Street, COOGEE (C) (D04408412-AL) (AD)	Retract February 2022 Traffic Committee Item TC41/22.5 on the installation of 25m of resident parking spaces "2P, 8am-10pm, Permit Holders Excepted, Area CO2" at the southwest corner of Dolphin Street and Glenwood Avenue, Coogee, intersection.	Yes	Additional resident parking spaces no longer required.
TC59/22.4	Dolphin Street, COOGEE (C) (D04408412-AL) (AD)	Retract February 2022 Traffic Committee Item TC43/22.2 on the installation of No Stopping, south of Dolphin Street, 10m west of Glenwood Avenue, Coogee.	Yes	No Stopping sign no longer required.
TC59/22.5	Bass Street, KINGSFORD (M) (D04422943-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 18 Bass Street, Kingsford.	Yes	Applicant no longer resides at this address.
TC59/22.6	Lexington Place, MAROUBRA (M) (D04491588-RM) (AD)	Install a 2.4m Loading Zone, 7:00am-11:00am, Mon-Fri, on the western side of Lexington Place, at the first southern 90° angle parking bay at the frontage of 17-21 Lexington Place, Maroubra.	Yes	To allow delivery trucks to load off goods to a nearby business.

TC59/22.7	Blenheim Street RANDWICK (C) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last spot at the Clara Street end of Blenheim Street, on the northern side. Install "No Stopping" sign (arrow east) to prevent cars stopping between the Car Share space and Clara Street, Randwick.	Yes	High demand area with 114 members within 250m and nearby locations booked (on average) 21 times per month over the last 3 months.
TC59/22.8	Roscrea Avenue RANDWICK (C) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last space at the Frenchmans Road end of Roscrea Avenue, on the northern side, alongside 75 Frenchmans Road, Randwick.	Yes	High demand area with 89 members within 250m and nearby locations booked (on average) 48 times per month over the last 3 months.
TC59/22.9	Bruce Bennetts Place, MAROUBRA (M) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last space, at the northern end in the parking fronting 89-91 Bruce Bennetts Place, Maroubra.	Yes	High demand area with 209 members within 250m and nearby locations booked (on average) 32 times per month over the last 3 months.
TC59/22.10	Gloucester Place, KENSINGTON (H) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in front on the letter boxes for 1-96 Gloucester Gardens, Gloucester Place, Kensington.	Yes	Aims to expand the availability network with 51 members already within 250m.
TC59/22.11	Bowral Street, KENSINGTON (H) (D04529251-JG) (AD)	Install 5.4m "No Parking – Council Authorised Car Share Vehicles Excepted" in the last spot at the Doncaster end of Bowral Street, on the northern side (frontage of 73-75 Bowral Street, Kensington).	Yes	High demand area with 102 members within 250m and nearby locations booked (on average) 24 times per month over the last 3 months.
TC59/22.12	Bass Street / Anzac Parade KINGSFORD (M) (D04530797-TL) (AD)	Removal of parking in Bass Street link to improve sight lines and safety.	Yes	Sightlines are often compromised due to parked vehicles.
TC59/22.13	Hannan Street/ Glanfield Street, MAROUBRA (M) (D04443186-AY) (AD)	Install statutory 10m No Stopping C3 yellow line markings on all four corners of the intersection of Hannan Street and Glanfield Street, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.

TC59/22.14	Bellevue Street / Bond Street, MAROUBRA (M) (D04497209-AY) (AD)	Install statutory 10m No Stopping C3 yellow line marking on both sides of Bellevue Street, north of Bond Street; and also 10m on the east and west sides of Bellevue Street, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.
TC59/22.15	McGowen Avenue / Raglan Street, MALABAR (M) (D04519264-AY) (AD)	Install statutory 10m No Stopping C3 yellow line markings all four corners of the intersection of McGowen Avenue and Raglan Street, Malabar.	Yes	To prevent illegal parking and improve safe sight distance.

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.

TC60/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - April 2022 (C, H & M) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.60	F2005/00521	Signage	Works Zone	RM	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.	See Street, KINGSFORD (H)	N	10	10 See Street	Unrestricted	LA/125/2022-AL (AD)
2.	Nix Avenue MALABAR (M)	W	6	38 Nix Avenue	Bus Zone	LA/131/2022- DK (AD) The "Bus Zone" on the western side of Nix Avenue, Malabar at the frontage of properties No.38 to No.40 to be temporarily relocated on the western side of Nix Avenue, 10m

						south of Bilga Crescent, terminating at a distance 20m north.
REMOVAL						
3.	Boundary Street, CLOVELLY (C)	S	10	125 Boundary Street	Unrestricted	LA/1918/2021-AL (AD)
4.	Carrington Road, RANDWICK (C)	W	6	162 Carrington Road	Unrestricted	LA/1729/2021-AL (AD)
5.	Clovelly Road, CLOVELLY (C)	S	14	300 Clovelly Road	Unrestricted	LA/1135/2020-AL (AD)
6.	Oberon Street, COOGEE (C)	S	12	190 & 192 Oberon Street	Unrestricted	LA/2212/2021-RM (AD)
7.	Bona Vista Avenue, MAROUBRA (M)	W	12	36 Bona Vista Avenue	Unrestricted	LA/1453/2021-DA (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.

Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
 - i. compromise pedestrian safety, or
 - ii. add significantly to traffic congestion in this area, or
 - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
 - iv. does not ensure that the Council fees payable for this private use of the public road are met,
 with the zone being reinstalled once the issue of concern is properly addressed;
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.61	F2008/00166	Signage, Parking	No Stopping	DA	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.	Barker Street	Kingsford (H)	North	10m	East & West	Houston Lane	D04477756-DA (AD)
2.	Barker Street	Kingsford (H)	South	Extend to 10m	East & West	Houston Lane	D04477756-DA (AD)
3.	Flower Street	Maroubra (M)	East & West	10m	North & South	Gale Road	D04491170-RM (AD)
4.	Gale Road	Maroubra (M)	North & South	10m	East & West	Flower Street	D04491170-RM (AD)
5.	Yarra Road	Phillip Bay (M)	North & South	10m	West	Bunnerong Road	D04405688-DA (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.

TC62/22 Traffic Committee Report - Transport for NSW Funded Projects' Status (C, H & M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.62	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	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	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 completed – now subject to community consultation. <u>Rainbow/Hendy</u> 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.
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, just south of 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	Given site constraints it was agreed replace proposed ped. refuge with a raised platform proposal. And, given their upcoming DA works, contact was made with Emanuel School. Accordingly, to minimise construction

				conflicts, this project is scheduled for construction in the second week of the upcoming school holidays.
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.

General Business

Urgent Matters OR Matters for Future Investigation

TC64/22 Perouse Road, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.64	D04537582	Signage Parking	Resident Parking	TL	Yes

Mr. Glen Smith (resident) addressed the Committee regarding his concerns about the operation of the Resident Parking Scheme in the vicinity of 135-139 Perouse Road, Randwick. Mr. Lehmann agreed to examine Mr. Smith's concerns and, if appropriate, prepare a report for a future meeting of the Traffic Committee.

Recommendation

That the information be received.

The meeting closed at 10:48am.