



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

### COVID-19

**IMPORTANT NOTICE:** In order to protect the health of members of our community, the representatives of other agencies and Council staff members, during the current lockdown due to the COVID-19 pandemic, this Traffic Committee meeting was conducted as a remote meeting - using MS Teams.

### 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

Tony Lehmann 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.*

*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)
Sgt Matthew Thompson	Eastern Beaches Police
Dr Marjorie O'Neill	Member for Coogee
Mr Jeremy Phillips-Yelland	Representative for the Member for Coogee
Cr Dylan Parker	Councillor (Central Ward) Mayor and representative for Maroubra
Cr Michael Olive	Councillor (East Ward) Traffic Committee Delegate
Cr Kym Chapple	Councillor (Central Ward) Deputy Mayor
Cr Kathy Neilson	Councillor (North Ward)
Cr Philpa Veitch	Councillor (West Ward)
Cr Bill Burst	Councillor (South Ward)
Mr Van Le	Transport for NSW (TfNSW)
Mr Bushara Gidiess	State Transit Authority
Mr Lee Roberts	BIKEast
Ms Helen Fragakis	HealthNSW
Ms Lillian Azrag	UNSW
Mr Anthony Ryan	Resident
Mr Brian Smith	Resident
Mr Vince Johnson	Resident
Mr Paul Chilcott	Resident
Mr Daniel Walker	Resident
Mr Mark Camilleri	Applicant
Mr Stephen White	Applicant
Mr Matthew McCarthy	

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

**Apologies**

Apologies were received from:

- Representative for the Member for Heffron

**Matters Arising from the Minutes OR from Council Resolutions**

Nil.

**Pecuniary Interests**

Tony Lehmann declared a non-pecuniary interest with regard to Item TC1/22 - Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item, as he has a relative who is a beneficiary of the special parking arrangements.

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

Mr Anthony Ryan declared a non-pecuniary interest on behalf of himself, Mr Vince Johnson and Mr Brian Smith with regard to Item TC4/22 – Bundock Street, Randwick, as they reside in the area.

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## Matters Arising

Nil.

### TC1/22 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
2022.02.01	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.

### TC2/22 Traffic Committee Report - Arden Street, Coogee (north of Arcadia Street) (C) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.02	D04427261	Signage Parking	No Stopping	AY	Yes

Concerns have been raised by a resident at 147 Arden Street, Coogee, regarding the close proximity of the edge line markings to their driveway. They argue that they are unable to reverse from their driveway when "large vans and trades vehicles" park within the road markings and

effectively block their vision to approaching traffic. The resident suggested that the line markings be moved up the hill and signage altered to “enable safe reversing manoeuvres to exit their garage.”



### Resourcing Strategy implications

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

### Recommendation

That,

1. The existing No Stopping sign (right arrow), be relocated approximately 9.2m North of current location, at the frontage of 147 Arden Street, Coogee; and
2. The curtailing of the existing line marking be shifted north by approximately 2.8m, in line with the No Stopping (right arrow) sign as shown in the above design.

### TC3/22 Traffic Committee Report - Bream Street (at Mount Street), Coogee - Raised Pedestrian Crossing (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.03	D04455050	Road Safety	Road Safety	RA	Yes

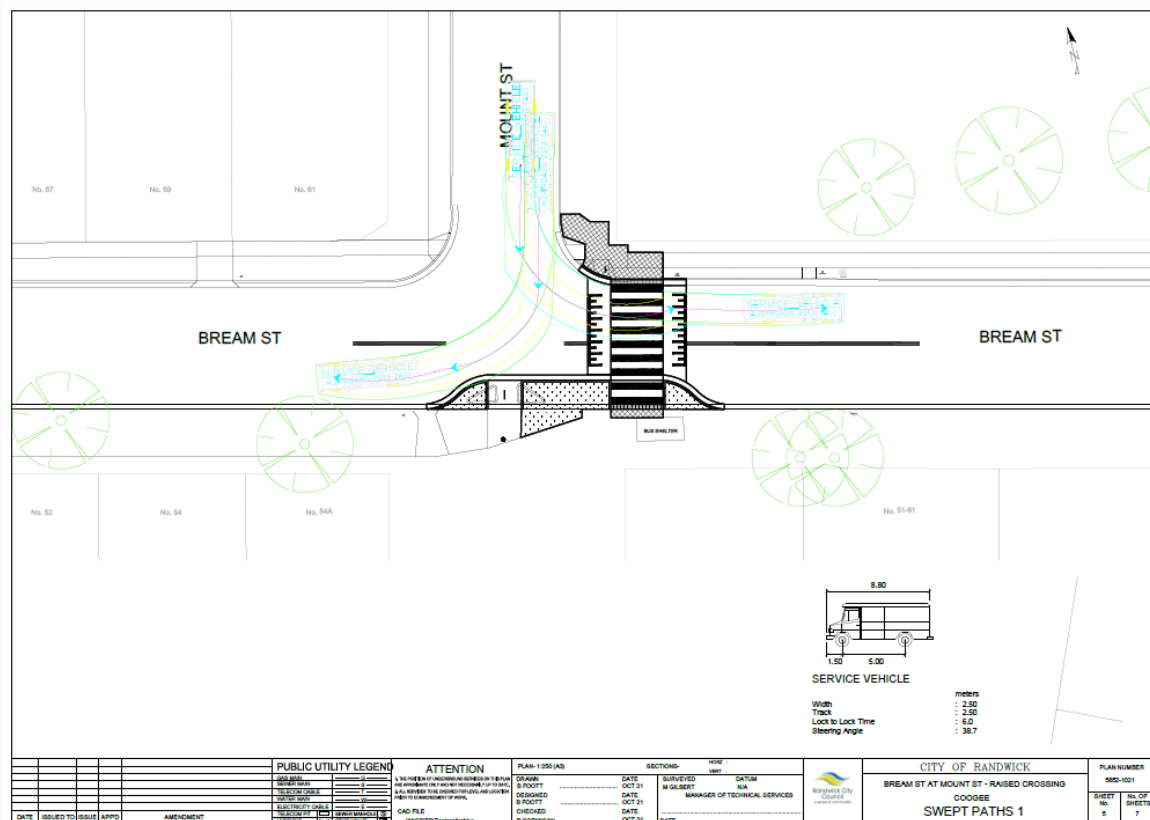
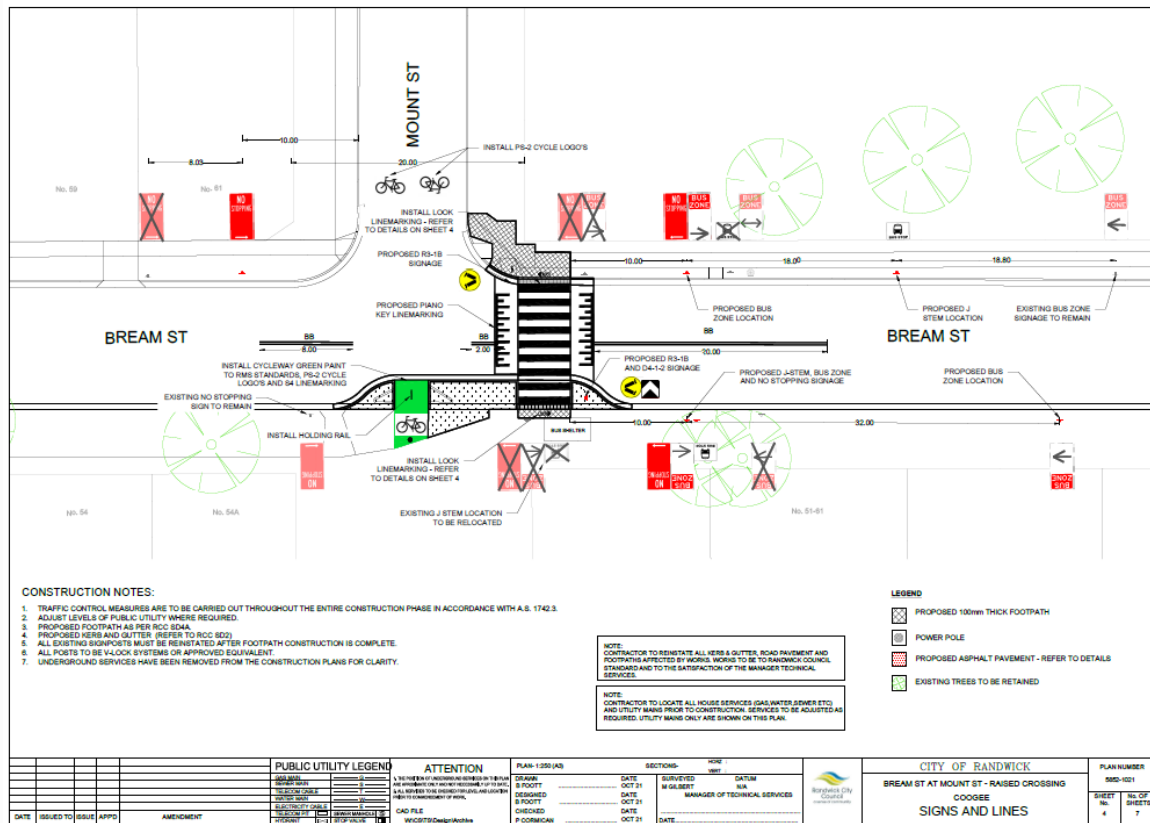
Concerns had been raised in the community regarding pedestrian safety when crossing Bream Street, east of Mount Street, Coogee. These concerns relate to the manner and speed at which vehicles travel along Bream Street. There is an identified pedestrian desire-line from the south west corner of Bardon Park to the nearby bus stop servicing eastbound bus services to the City.

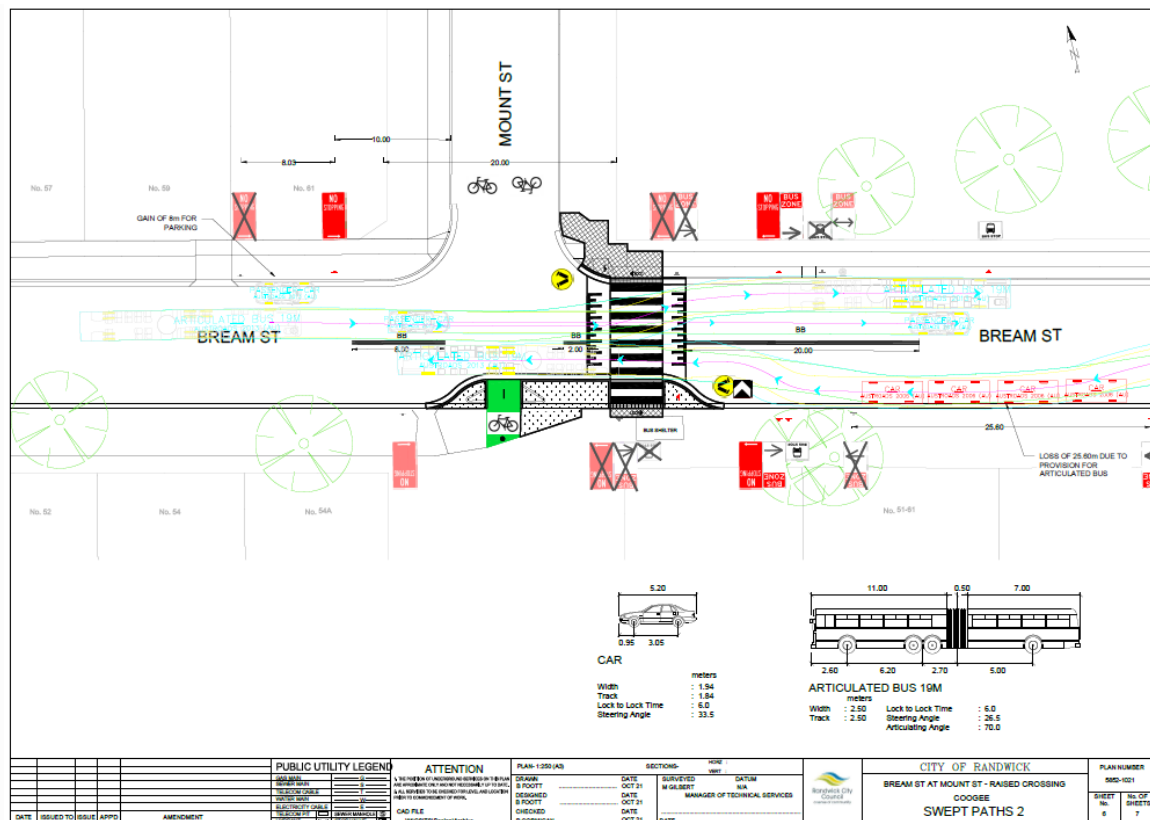
When examining this location two separate options were investigated (see concept plans below). Following community consultation, it was considered that a raised pedestrian crossing would be the preferred option at this location (see **Concept 1**). The raised pedestrian crossing would assist in slowing the speed of passing motorists and would provide a clear designated location where

### Concept 1: Raised Pedestrian Crossing



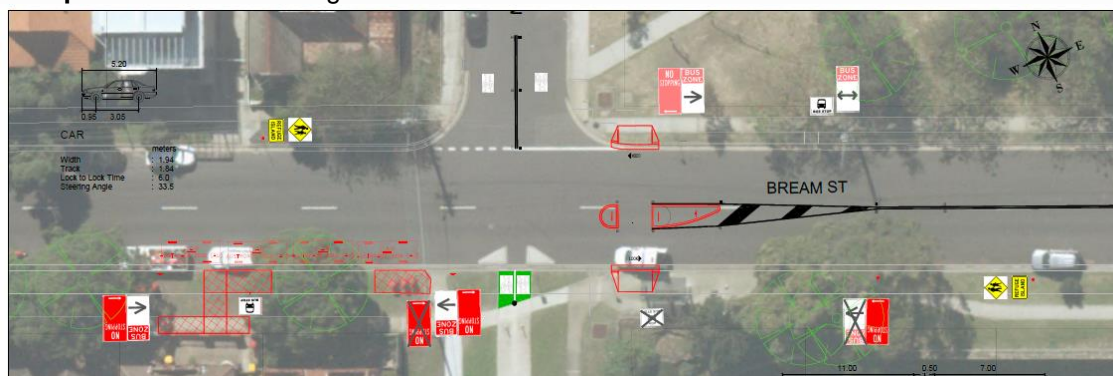






**Concept 2** was the originally proposed pedestrian refuge island, as tabled at the previous November 2021 Traffic Committee meeting. The intent of the refuge was to assist in slowing the speed of passing motorists and would provide a place where pedestrians could stage their crossing of Bream Street. Due to technical guidelines and Australian Standards, the existing (east bound) bus stop was required to be relocated directly in front of residential units 54 and 54A Bream Street. Furthermore, the proposed new location of the bus stop would lead to a loss of at least 4 carpark spaces directly in front of the subject units. Upon consultation with the local residents, it was determined that Concept 2 is not the preferred option and Council was asked to explore the option of a raised pedestrian crossing (see Concept 1).

## Concept 2 - Pedestrian Refuge



## Resourcing Strategy implications

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

*Mr Roberts (BIKEast) thanked the Committee for accommodating travel for bike riders. He indicated that the continuation of the desire line makes sense.*

## Recommendation

That the proposed raised pedestrian crossing, on Bream Street, at Mount Street, Coogee (as detailed in the plan shown – D04461039) is endorsed for construction, following consultation.

**TC4/22 Traffic Committee Report - Bundock Street, Randwick (C) (F2018/00250)**

<b>Index code</b>	<b>Trim Ref:</b>	<b>Category</b>	<b>Sub Category</b>	<b>By</b>	<b>AD</b>
2022.02.04	F2014/00528	Road Safety	Road Safety	TL	Yes

In 2020, some concerns were raised with the Council about traffic movements and road safety issues along the eastern section of Bundock Street. Accordingly, the matter was referred to the October 2020 meeting of the Traffic Committee. Following consideration of the Traffic Committee report, which included an analysis of crash statistics and traffic flow in this area, the Traffic Committee recommended the following:

*“That, given the road safety performance of Bundock Street, between Avoca Street and Hendy Avenue, no modifications to the street be implemented, at this time.”*

Concerns have again been recently raised with the Council about the 820m length of Bundock Street, from Hendy Avenue to Avoca Street; particularly regarding vehicles (including trailers etc..) being parked along the southern (Department of Defence) side of Bundock Street. A catalyst for the most recent concerns being raised is an alleged altercation in the street – the details of which are not known to the Council.

With regard to this subject length of Bundock Street, this report examines:

- traffic volumes,
- road safety performance,
- parking capacity and usage, and
- trailer / vehicle ownership.

A number of residents have requested that parking controls be installed in order to reduce the parking of vehicles (inc. trailers) upon the street.

Generally, parking controls are considered appropriate where there is a road safety need (due to a crash history) or where there is a need for parking turnover (in areas where the parking demand exceeds the parking supply - such as a shopping area). Accordingly, an analysis of the road safety performance of the subject section of Bundock Street has been undertaken. Data relating to parking demand has also been collated.

**Traffic Volumes**

Bundock Street operates as a major collector road and the most recently recorded traffic volume data along this part of Bundock Street is as follows:

- Bundock Street - 3,455 vehicles per day (Jun-09; east of Canberra Street)
- Bundock Street - 8,153 vehicles per day (Aug-17; just east of Avoca Street)

These volumes can be extrapolated over a five-year period to produce the following data:

<b>Date</b>	<b>Location</b>	<b>Vehicles per day (A)</b>	<b>Vehicles per month (A x 30.417)</b>	<b>Vehicles per Year (B) (A x 365)</b>	<b>Vehicles over five years (B x 5)</b>
June 2009	Near no.80 (Approx. half way between Canberra & Ellen Streets)	3,455	105,090	1,261,075	6,305,375
August 2017	Just east of Avoca Street	8,153	247,987	2,975,845	14,879,225

In other words, over a five-year period, some 6 million traffic movements have occurred along Bundock Street, between Ellen Street and Canberra Street. And, some 14 million traffic movements have occurred along Bundock Street (west), between Canberra Street and Avoca Street.



## Road Safety Performance

Regarding crash statistics, the Council receives, on a quarterly basis, comprehensive vehicle crash information from Transport for NSW (TfNSW). This TfNSW data is based on actual Police reports relating to crashes where vehicles have had to be towed away or where persons have been injured or killed. Generally, this data is received 9-12 months after the events.

An analysis of the most recently available crash data (from April 2016 to March 2021) was undertaken for the 820m length of Bundock Street, from Avoca Street to Hendy Avenue. This analysis reveals that, of the total number of 1,667 crashes which were recorded throughout the whole Randwick LGA (over this five-year period), five crashes occurred in this part of Bundock Street. This is an average of one recorded crash, every 12 months, in this part of Bundock Street.

Of these five recorded crashes:

- one was a rear-end crash at the Canberra Street intersection (vehicles proceeding in same lane)
- two were 'cross traffic' crashes at the Hendy Avenue intersection (one southbound vehicle into a westbound vehicle & one northbound vehicle into an eastbound vehicle), and
- two were vehicles reported as "running left off the road into object / parked car" (one eastbound o/s no.82 & one westbound at Canberra Street).



*Bundock Street (east) – locations of the five recorded crashes from April 2016 to March 2021*

It should be noted that there were no reported incidents involving people who were walking or riding.

Over the above five-year period (April 2016 to March 2021) only five crashes have been recorded along this part of Bundock Street. Given the volume of traffic (6 -14M) and the site conditions, the frequency of crashes occurring along this length of road is not considered to be excessive. In fact, the crash history indicates that this length of road is performing quite well, from a road safety perspective. Accordingly, there is no catalyst, from a road safety perspective, for the existing parking to be removed from either side of Bundock Street.

### Effect of parking along the southern side of the street

Within traffic management it is acknowledged that the narrower the street, the lower the speed at which motorists will travel along that street. As Bundock Street is generally only 11m wide, the existence of parking on both sides of the street induces a speed calming effect upon motorists. There are strong concerns that, if significant lengths of parking were to be removed, the speed of vehicles travelling along Bundock Street may significantly increase.

Enquiries of the STA have revealed that bus drivers have raised no concerns about the existing width of the street. They regularly guide their larger vehicles along this street and have, at no times, raised concerns about the width of the street or the performance of the street.

### Parking Availability

Recent parking surveys indicate that the parking demand in this part of Bundock Street does not exceed the parking supply. Recent parking surveys undertaken during the day and the night indicate that parking spaces are generally readily available on both sides of the street. More historic daytime parking surveys, undertaken utilising Google Street View, also indicate that there are regularly parking spaces available throughout the day, along the whole street.

The data collected from these surveys is shown below:

<b>Bundock Street (south) Hendy Avenue to Ellen Street</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	15	10	66	34
1st Feb 2022 (9:30pm)	15	14	7	93
October 2020	15	7	53	47
July 2019	15	10	33	67
October 2017	15	0	100	0
<b>Bundock Street (south) from Ellen Street to Canberra Street</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	27	11	40	60
1st Feb 2022 (9:30pm)	27	8	30	70
October 2020	27	15	44	56
July 2019	27	13	52	48
October 2017	27	14	52	48
<b>Bundock Street (south) from Canberra Street to Avoca Street</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	57	27	47	53
1st Feb 2022 (9:30pm)	57	31	54	46
October 2020	57	30	47	53
July 2019	57	40	30	70
October 2017	57	47	35	65
<b>Bundock Street (north) from Avoca Street to Canberra Street</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	53	24	45	55
1st Feb 2022 (9:30pm)	53	29	55	45
October 2020	53	16	70	30
July 2019	53	21	60	40
October 2017	53	28	47	53
<b>Bundock Street (north) from Canberra Street to Ellen Street</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	24	9	37	63
1st Feb 2022 (9:30pm)	24	8	33	67
October 2020	24	10	58	42
July 2019	24	12	50	50
October 2017	24	12	50	50
<b>Bundock Street (north) from Ellen Street to Hendy Avenue</b>				
<b>Date</b>	<b>Total no. spaces</b>	<b>Vacant Spaces</b>	<b>% Occupied</b>	<b>% Vacant</b>
1st Feb 2022 (2:30pm)	20	10	50	50
1st Feb 2022 (9:30pm)	20	9	45	55
October 2020	20	10	50	50
July 2019	20	12	40	60
October 2017	20	12	40	60

Regarding parking vacancy rates, a general objective of parking authorities is to have at least an 15% vacancy rate. This allows for most people, at most times, to parking close to their destination. This is often unable to be achieved in high density residential areas, where demand exceeds

supply. But the above data indicates that the current parking demand does not trigger a parking intervention.


With regard to the question of who it is that is parking along the southern edge of Bundock Street - the Council has no legal authority to interrogate Transport for NSW registration records for parking survey purposes. However, data from boat trailer investigations over some 15 months reveals that 78% of the boat trailers parked along Bundock Street are registered within the Randwick Council area. In other words, these are Randwick residents' trailers parking legally on a Randwick street.




Regarding possible parking controls, there have been mixed views within the community about whether or not to apply parking time limits along Bundock Street. New parking time limits could adversely affect nearby residents. Residents may end up being inadvertently 'booked' for exceeding the signposted time limit, or they may be adversely affected by the shifting of Bundock Street trailer parking into other side streets / areas.

The possibility of introducing time limits, with residents' vehicles being exempt, is sometimes proposed for Bundock Street. The only method by which this could be implemented is through the Resident Parking Scheme. However, the Council may only operate a Resident Parking Scheme under the NSW Road Transport (General) Regulation 2021. This legislation provides that parking authorities (e.g. Councils) must not issue parking permits except in accordance with the TfNSW Permit Parking Guidelines. And, the Guidelines state that one of the eligibility criteria is that there is 'inadequate off-street parking' – for the subject vehicle.

As most of the Bundock Street residences typically have off-street parking at the rear of the premises, most Bundock Street residents would not be eligible to be issued with a Permit. And, ultimately, even if the Resident Parking Scheme were to be introduced, it is likely only a few Permits would be issued – resulting in the creation of only a few Permit Parking zones (ideally installed on the northern side of the street, adjacent to the residences of eligible applicants, so that residents do not have to cross the road). The Resident Parking Scheme would not assist with 'moving-on' of the trailers.

Apart from the Resident Parking Scheme some other options could be examined. A table detailing these options with positive and negative effects is shown below:

Parking Control Options for Bundock Street			
Parking Control	Image	Positive Effects	Negative Effects
4 hour parking 1pm-6pm Wednesdays (or similar) - the Darley Road approach		- reduces long-term parking of any vehicles (except buses)	- enforcement can be difficult  - if all parking is removed increased speeds and reduced road safety may result  - residents may be 'booked' if they forget about the parking control  - may shift trailer parking to north side or to other nearby streets

No Parking – Motor Vehicles Excepted		<ul style="list-style-type: none"> <li>- removes long-term parking of trailers</li> <li>- retains the ability for residents to park their cars etc on the southern side of the street</li> </ul>	<ul style="list-style-type: none"> <li>- enforcement can be difficult</li> <li>- if parking is removed over extensive lengths, increased speeds and reduced road safety may result</li> <li>- does not address the parking of trucks / vans / cars</li> <li>- may shift trailer parking to north side or to other nearby streets</li> </ul>
No Parking		<ul style="list-style-type: none"> <li>- generally removes all parking</li> <li>- drivers may stop for two minutes only</li> <li>- enforcement relatively simple</li> </ul>	<ul style="list-style-type: none"> <li>- when all parking is removed increased speeds and reduced road safety may result</li> <li>- residents may be 'booked' if they forget about the parking control</li> <li>- may shift trailer parking to north side or to other nearby streets</li> </ul>
No Stopping		<ul style="list-style-type: none"> <li>- removes all parking 24 / 7</li> <li>- drivers may not stop except in a medical emergency</li> <li>- enforcement relatively simple</li> </ul>	<ul style="list-style-type: none"> <li>- when all parking is removed increased speeds and reduced road safety may result</li> <li>- may shift trailer parking to north side or to other nearby streets</li> </ul>
Do Nothing	No signposted parking controls	<ul style="list-style-type: none"> <li>- retains all parking</li> <li>- no enforcement Required</li> <li>- speeds constrained by proximity of edge parking, safe characteristics retained</li> </ul>	<ul style="list-style-type: none"> <li>- retains all parking</li> <li>- residents concerns about streetscape not addressed</li> </ul>

### Conclusion

Whilst it is acknowledged that some local residents would prefer that the existing various vehicles and trailers not park along the southern side of Bundock Street, it has to be acknowledged that these registered vehicles and trailers are not illegally parked. The road safety record of Bundock Street does not indicate a need to remove these vehicles. Also, the parking conditions alone do not warrant a need for improved parking turnover along this street.

If the Council were to implement parking controls to 'remove' the vehicles and trailers, which the local residents have concerns about, there could be unintended consequences:

- travel speeds along Bundock Street may increase significantly – with the possibility of higher crash rates and more serious crash types
- local residents and businesses may receive parking infringement notices if they transgress any parking controls implemented
- the trailer parking may migrate to the northern (residential) side of the street,
- the trailer parking may migrate to the Gumara St / Marida St / Dooligah Ave / Burragulung St area (where some residents already perceive that a trailer parking problem exists)
- the many Millers Strata vehicles may be more often parked on the northern side of Bundock Street or into Canberra Street (increasing pressure on these residential areas)

Notwithstanding the above possible consequences, and given the strong concerns relayed to the Council by some community members, it is considered appropriate that the Council undertake consultation with residents to ascertain their views on the matter. This consultation would explain the concerns raised by some residents, examine possible options to address the concerns and discuss possible unintended consequences of any proposed actions.

### Resourcing Strategy implications

There are no financial implications arising from this report.

*Mr Ryan (resident) read a letter from another resident, known as Matt, detailing an alleged recent assault which occurred against him in the street. Mr Ryan, Mr Johnson and Mr Smith addressed the Committee expressing their concerns about the situation in Bundock Street.*

*The Mayor, Councillor Dylan Parker, sought clarification of the next steps. Mr Lehmann informed the Committee that the survey of residents would likely occur in late February/early March with the collation of the results occurring toward the end of March. He indicated that feedback on the outcome of the survey would likely be considered at the April meeting of the Traffic Committee. He also advised that, if the April meeting were to recommend the installation of custom signage, such signage would likely be installed mid to late May, 2022.*

### Recommendation

That community consultation be undertaken regarding the concerns raised by some community members, about the parking situation along the southern side of Bundock Street, from Hendy Avenue to Avoca Street.

#### TC5/22 Traffic Committee Report - Clovelly Road / Knox Street, Clovelly (C) (DA/538/2021)

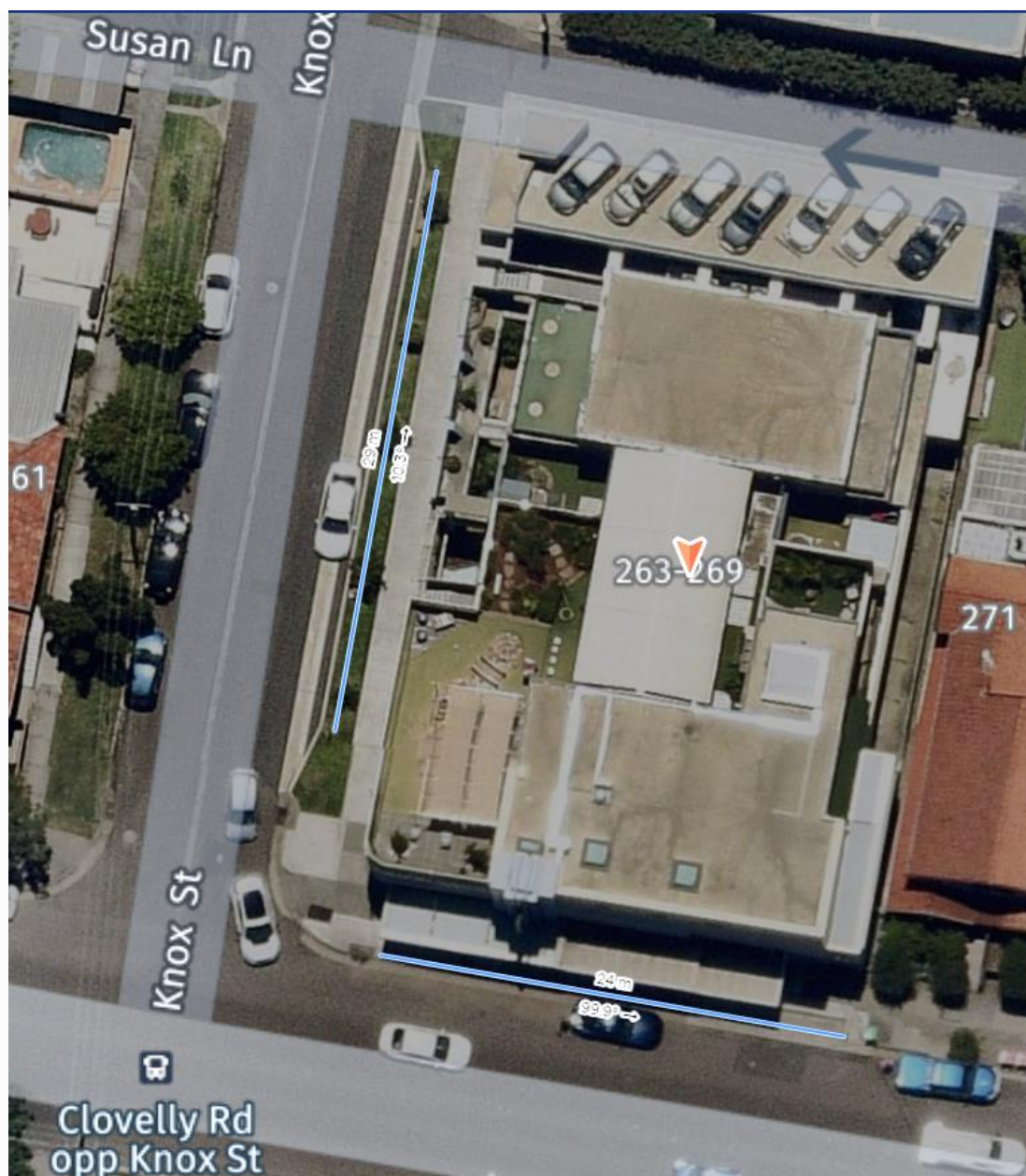
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.05	D04431520	Signage, Parking	10P and MIPPS	JG	Yes

The Roly Poly child care centre at 263-269 Clovelly Road, Clovelly (DA/538/2021), has requested to increase child numbers attending the facility.

To address the current parking restrictions consideration is sought to increase the time limit and the length of the current timed pick-up and drop-off zone, from 15 minutes parking to 10 minute parking. And increase the available space to include the Mobility Impaired Person's Parking Space (MIPPS) zone on Clovelly Road.

- See accompanying markups





Mobility Impaired Person's Parking Space (MIPPS) frontage of 263-269 Clovelly Road, Clovelly

## Resourcing Strategy implications

There are no financial implications arising from this report.

*Mr Lehmann informed the Committee that he had intended to seek clarification, from Council's Access Committee officer, as to whether the proposed arrangements for mobility impaired persons attending the child care centre were satisfactory. He apologised as he was not able to clarify this aspect prior to the Traffic Committee meeting. Representatives of the Roly Poly child care centre addressed the Committee and answered questions put to them. Subsequently, part two of the recommendation was amended.*

## Recommendation

That:

1. The existing P 15 min 7:00am-9:00am M/F parking restriction on the east side of Knox Street (extending for some 30m north of Clovelly Road) and on the north side of Clovelly Road (extending for some 20m east of Knox Street) be altered to a P 10 min, 6:30am-9am & 4:00pm-6:30pm, Mon-Fri restriction, and
2. The P 10 min, 6:30am-9am & 4:00pm-6:30pm, Mon-Fri restriction proposed for the north side of Clovelly Road, east of Knox Street, Clovelly, be extended into the existing Mobility Impaired Person's Parking Space (MIPPS), provided that proposed arrangements / plan of management for mobility impaired persons attending the child care centre are satisfactory to Council's Community Development Officer.

### TC6/22 Traffic Committee Report - Gilderthorpe Avenue (at Frenchmans Road) Randwick - Pedestrian Refuge (C) (F2021/00209)

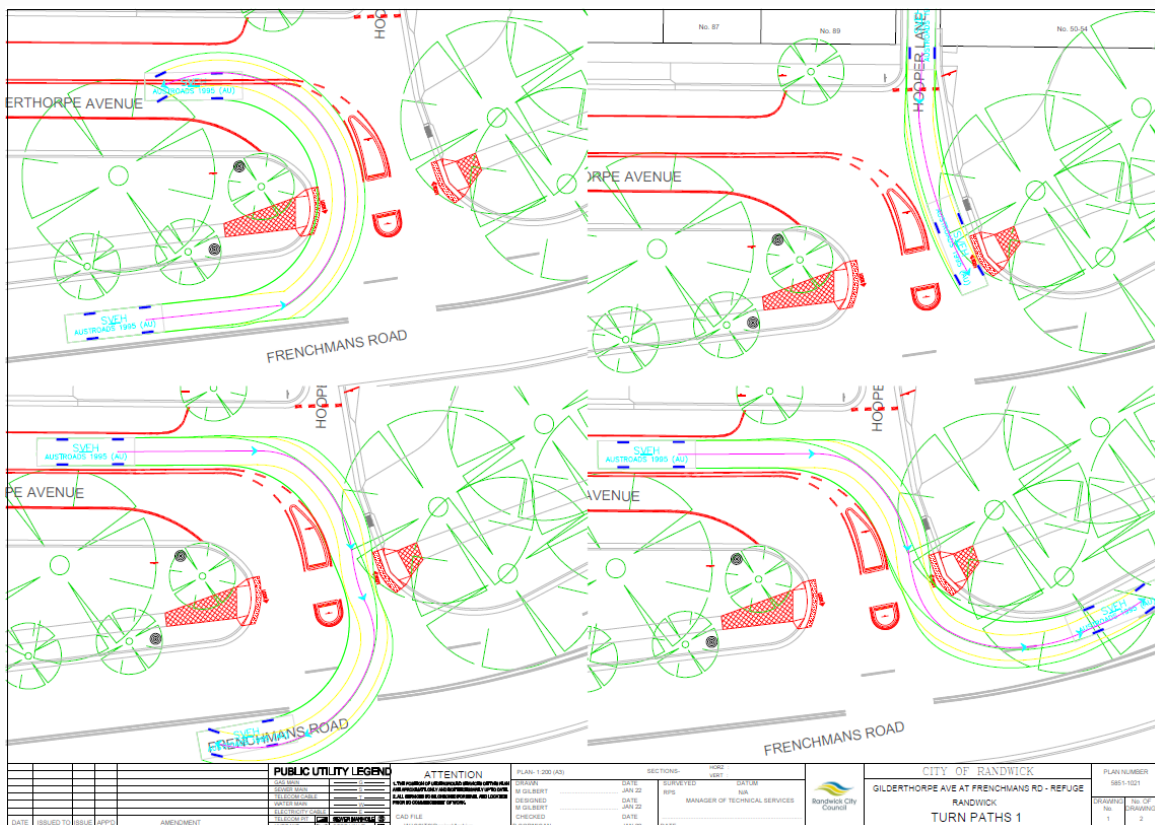
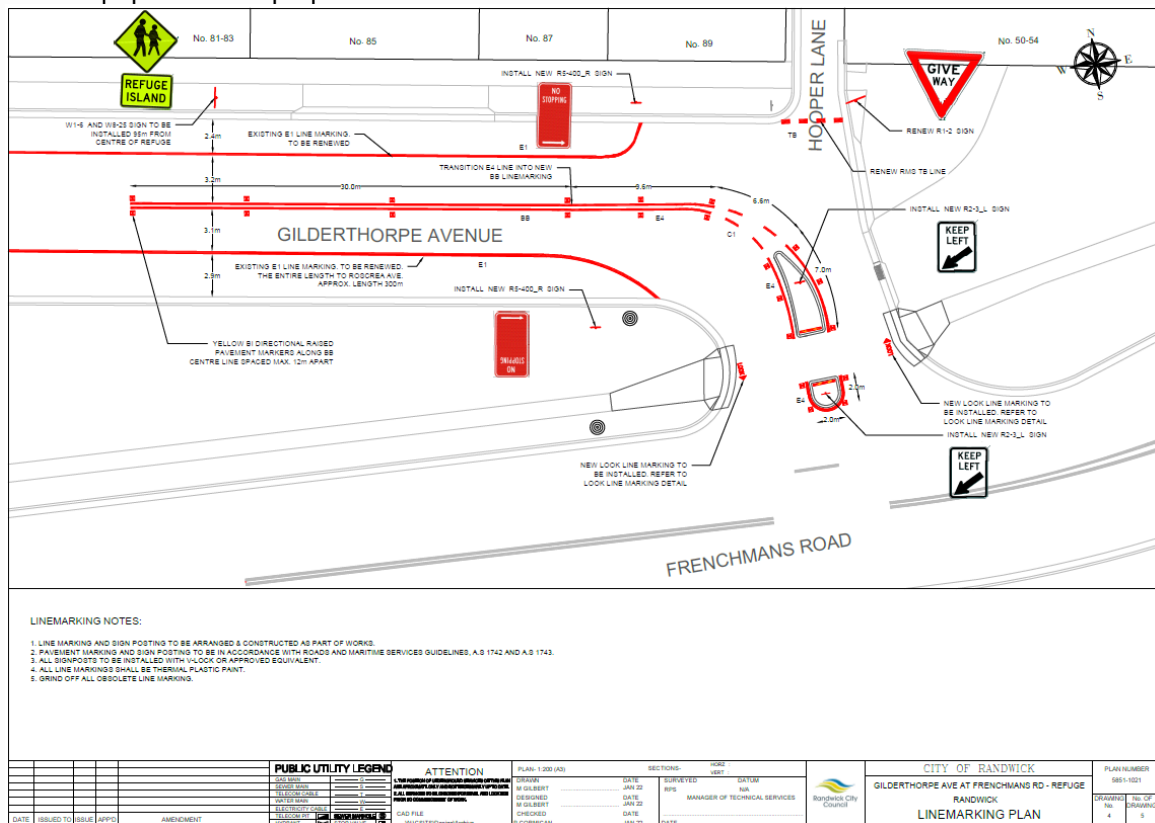
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.06	D04458020	Road Safety	Pedestrian Safety	JG	Yes

Public requests have been received for measures to address road safety concerns at the Intersection of Gilderthorpe Avenue, Hooper Lane and Frenchmans Road, Randwick.

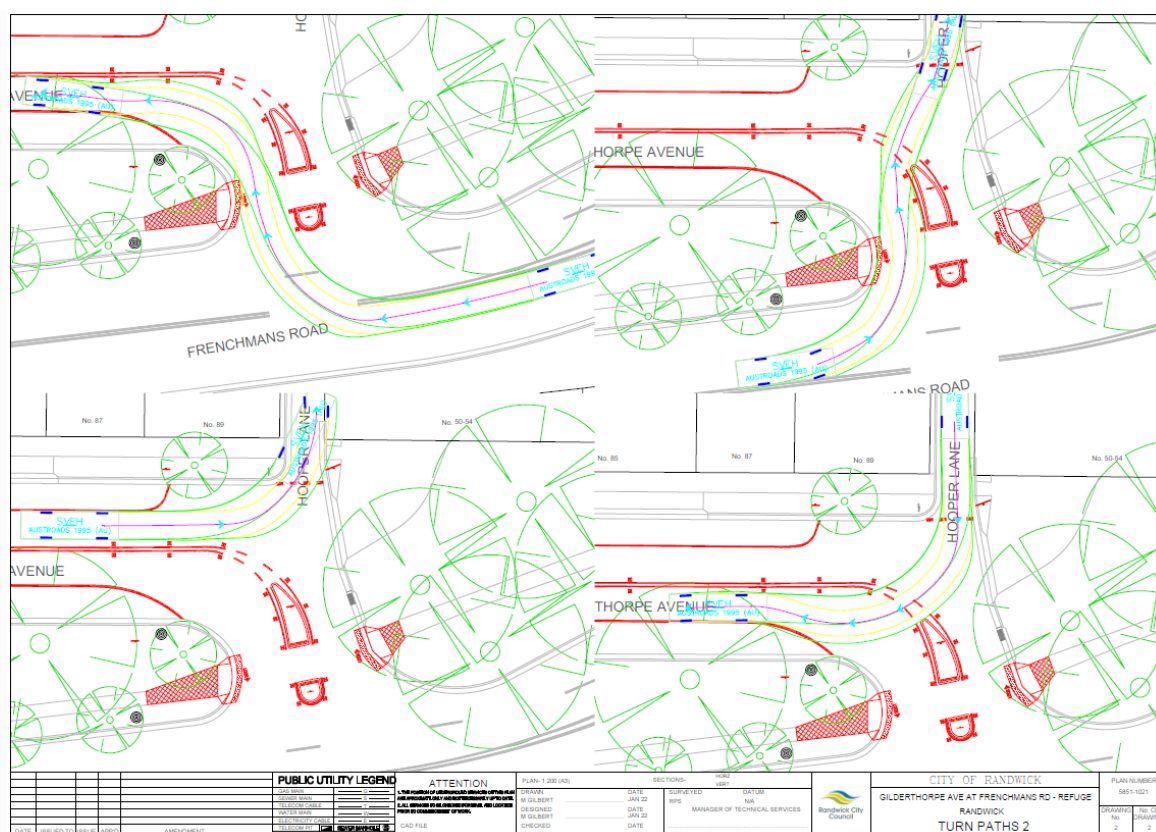
The intersection has an unusual geometric configuration in that Hooper Lane meets Gilderthorpe Avenue, at right angles (Hooper Lane is geometrically the continuing road). This causes some confusion as to which road has priority over the other road. It is claimed that vehicles regularly speed out of Hooper Lane without giving way to motorists on Gilderthorpe Avenue.

To improve road safety, it is proposed to install "Give Way" control treatments (line and signs) in Hooper Lane, at Gilderthorpe Avenue. In addition, to better cater for the needs of pedestrians who cross Gilderthorpe Avenue, at Frenchmans Road, it is proposed to install a pedestrian refuge island in Gilderthorpe Avenue, at Frenchmans Road.

A concept plan for the proposed is shown below.







### Resourcing Strategy implications

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

*Councillor Neilson sought some clarification as to certain aspects of this proposal.*

### Recommendation

That the proposed pedestrian refuge and accompanying signage, on Gilderthorpe Avenue, at Frenchmans Road (as detailed in the plan shown – (D04501224) is endorsed for construction.

### TC7/22 Traffic Committee Report - Oberon Street, Coogee - Traffic Surveys (C) (F2004/06183)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.07	D04344498	Road safety	Speeding	AL	Yes

Following receipt of resident concerns, about the speed of vehicles travelling along Oberon Street, two traffic surveys were commissioned in November 2021 for a seven-day period.

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

Oberon Street Between Henry Street and Frederick Street – In front of 109 Oberon Street		Direction of Travel		
		Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	5003	2627	2375
	7 Day Average	4768	2518	2250
Weekday peak hour traffic volume start	AM 08:00	468	303	180
	PM 17:00	419	191	253
Speeds : (km/h)	85th Percentile	51.9	52.2	51.4
	Average	46.0	46.6	45.2

Oberon Street Between Higgs Street and Hendy Avenue– In front of 133 Oberon Street		Direction of Travel		
		Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	5160	2562	2598
	7 Day Average	4915	2432	2483
Weekday peak hour traffic volume start	AM	08:00	512	215
	PM	17:00	423	261
Speeds : (km/h)	85th Percentile	50.7	49.3	51.8
	Average	42.6	41.2	43.9

This traffic surveys indicates that the speeds occurring along Oberon Street are typical for such a 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 Oberon Street, Coogee, undertaken in November 2021, be noted; and
2. The person raising concerns about this matter be informed of the results.

### TC8/22 Traffic Committee Report - Resident Parking Scheme - Area RA6 - Desktop Review (C) (F2019/06845)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.08	F2019/06845	Signage parking	2P Resident Parking	AL	Yes

As part of its regular annual review of the Resident Parking Scheme (RPS), 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 RA6.

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

#### Desktop Analysis - Permits issued vs RPS zone in RA6 by streets

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
RA6	Avoca Street	9	4	Install 5 additional resident parking spaces on Avoca Street
RA6	Cowper Street	5	6	No change
RA6	Ethne Avenue	5	7	No change
RA6	Fraser Street	4	2	Install 2 additional resident parking spaces on Fraser Street
RA6	Gordon Street	13	9	Install 4 additional resident parking spaces on Gordon Street
RA6	Hodgson Street	9	10	No change
RA6	Market Street	9	9	No change
RA6	McLennan Avenue	1	5	No change
RA6	Monmouth Street	9	9	No change



RA6	Randwick Street	10	9	No change, can be accommodated with additional resident parking spaces on nearby Sydney Street
RA6	Sydney Street	0	5	No Change
RA6	Stanley Street	3	6	No Change
RA6	Waverley Street	9	10	No Change

It is evident from the above data that there are insufficient resident parking spaces available in Avoca Street, Fraser Street and Gordon Street 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 plans.



Concept Plan #1 – Avoca Street



Concept Plan #2 – Fraser Street



Concept Plan #3 – Gordon Street

### Resourcing Strategy implications

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

### Recommendation

That, the following parking changes be made to some of the streets within Resident Parking Area RA6:

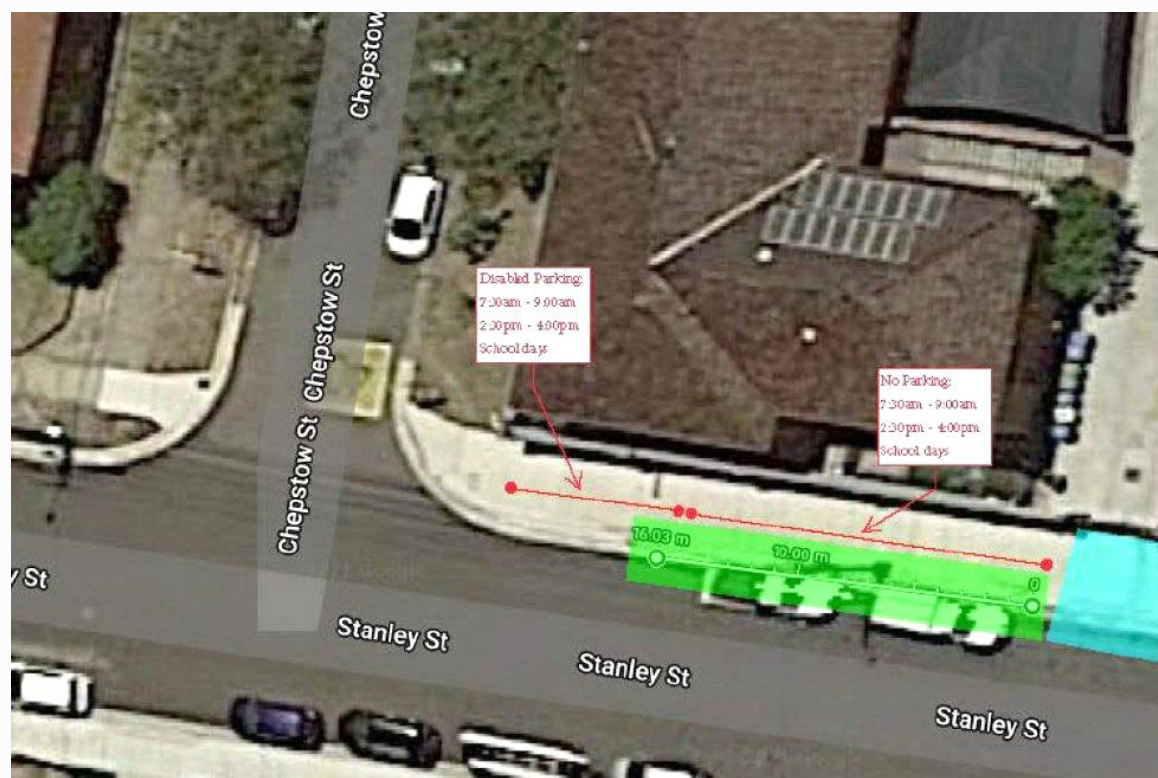
1. Install three additional resident parking spaces "2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area RA6" on the western side of Avoca Street, at the frontage of 54 Avoca Street, as shown in the Concept Plan #1;
2. Install two additional resident parking spaces "2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area RA6" on the eastern side of Avoca Street, starting from northern end of existing bus zone and extending northerly for 11m, as shown in the Concept Plan #1;
3. Install two additional resident parking spaces "2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area RA6" on the northern side of Fraser Street, starting from the western end of existing no stopping zone and extending westerly for 11m, as shown in the Concept Plan #2; and
4. Install four additional resident parking spaces "2P, 8:30am-6pm, Mon-Fri, Permit Holders Excepted, Area RA6" on the northern side of Gordon Street, between driveways of 3 Gordon Street and 5-7 Gordon Street, as shown in Concept Plan #3.



**TC9/22 Traffic Committee Report - Stanley Street, Randwick (C) (F2021/00658)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.09	D04438132	Signage-Parking	Works Zone	DA	Yes

An application has been received on behalf of the Emanuel School, Randwick, to establish a 16m long works zone in front of 18-20 Stanley Street, for 42 weeks. Currently there is a part-time Mobility Impaired Person's Parking Space (MIPPS) on school days and No Parking zone during School Day restrictions in place, at the proposed works zone location ( Figure attached).



To facilitate the construction, it is proposed to relocate the MIPPS zone on the eastern side of Chepstow Street, 10m north of Stanley Street for the duration of the works zone. To be able to maintain the school pick up and drop off activities in the morning and afternoon, it is also proposed to install a 16m long works zone on the northern side of Stanley Street, as follows:

“No Parking, 8am-9am, 3pm-4pm, Mon-Fri, School Days, Works Zone, 9am-3pm, Mon-Fri, 8am-5pm Sat” for the duration of the works zone.

### Resourcing Strategy implications

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

### Recommendation

That:

1. The “Mobility Impaired Person's Parking Space (MIPPS), 7:30am-9:00am, 2:30pm-4:00pm, School Days” parking zone be relocated on the eastern side of Chepstow Street, 10m north of Stanley Street, Randwick, for the duration of the works zone;
2. 16m long “No Parking, 8am-9am, 3pm-4pm, Mon-Fri, School Days, Works Zone, 9am-3pm, Mon-Fri, 8am-5pm Sat” to be installed on the northern side of Stanley Street, Randwick, for the duration of the works zone; and
3. The standard works zone terms and conditions be applied as per the Schedule of Conditions - Installation of Works Zones which has been specified in this Traffic Committee Agenda.

## TC10/22 Traffic Committee Report - St Pauls Street, Randwick - The Spot Festival 2022 (C) (F2022/00430)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.10	D04465923	Event	Temporary Road Closure	TL	Yes

The annual event known as "The Spot Food and Film Festival" will be held on Sunday, 13 March, 2022, requiring the closure of St Pauls Street and Perouse Road, Randwick.

The arrangements in place, in recent years for bus services, are proposed to be implemented, again. A 40m temporary full-time bus stop and bus zone will be established on the eastern side of Perouse Road, south of Barker Street, to replace the existing part-time bus zones located on the northern sides of Coogee Bay Road (at the frontage of Brigidine College).

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

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

*Mr Lee (BIKEast) indicated that BIKEast supports this local festival and requested that Council support, recommend and encourage active transport as a primary transportation method for attendees of the festival, in all its communication regarding this event.*

### Recommendation

That, given the RMS-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, St Pauls Street, between Nancye Street and Perouse Road, Randwick; and Perouse Road, between Soudan Street and Barker Street, Randwick, be closed temporarily on Sunday, 13 March, 2022, from 3.00am to 11.00pm, to facilitate the holding of 'The Spot Festival 2022', subject to the following conditions:

1. Council shall prepare a Traffic Control Plan (TCP) showing the location of barriers, and all traffic control signs/facilities for the concurrence of the Traffic Committee prior to the event;
2. Council shall carry out letterbox drops to all affected tenants and occupants in the closed streets, at least one week prior to the commencement of the road closures, and appropriately resolve, all representations made by the affected tenants and occupants;
3. The event organisers shall close the streets in accordance with the approval and Traffic Management Plan, unless otherwise directed by Police/authorised City Rangers;
4. The event organisers shall not occupy the carriageway or footway of the road until the road closure has been effected;
5. All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Control Officers engaged by the event organisers;
6. A minimum of 4.0 metre corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
7. All traffic control devices are to be installed in accordance with Australian Standard 1742.3;
8. No fixtures of a permanent nature shall be located on the public way;
9. 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;

10. All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
11. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;
12. A temporary 40m Bus Zone be installed on the eastern side of Perouse Road, just south of Barker Street, Randwick, within a reciprocal Bus Zone on the opposite side of Perouse Road, for that day and be removed after the event;
13. The existing part-time Bus Zone located on the northern and southern side of Coogee Bay Road, be replaced with a full-time Bus Zone, for the duration of the event with the part-time Bus Zone being re-installed after the event; and
14. Council officers meet the State Transit Authority (STA) representative onsite to ensure the Bus Zone details meet the requirements of the STA.

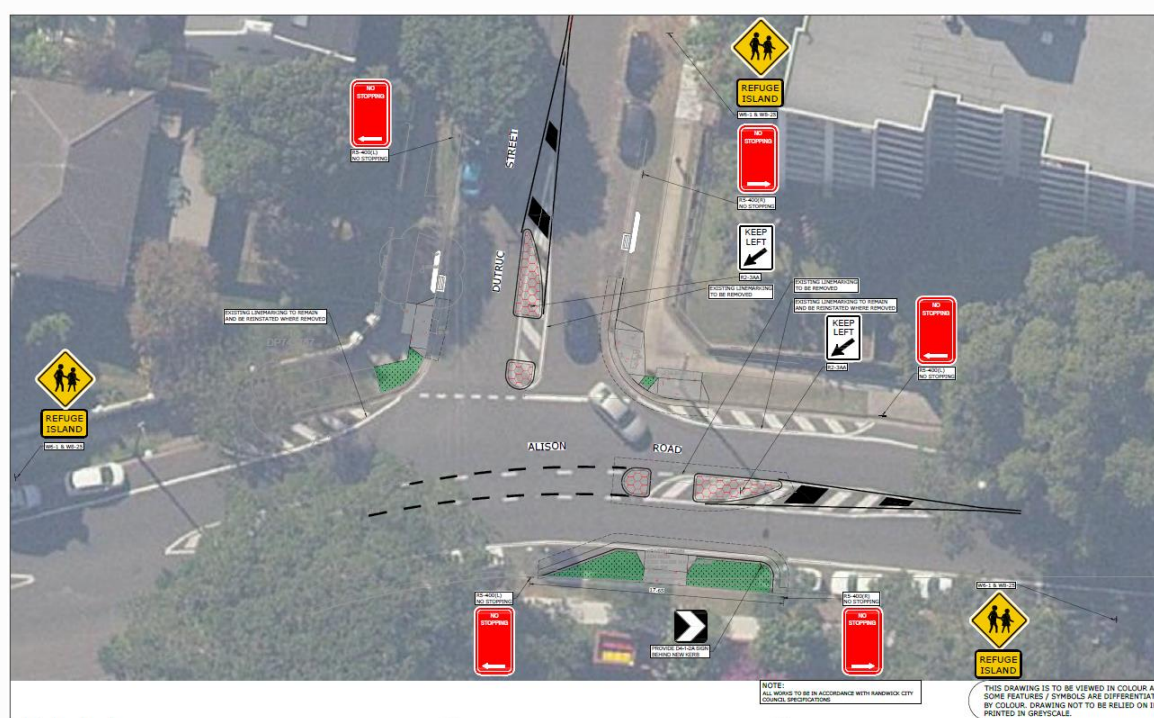
### TC11/22 Traffic Committee Report - Dutruc Street (at Alison Road) Randwick (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.11	D04458020	Road Safety	Road Safety	JG	Yes

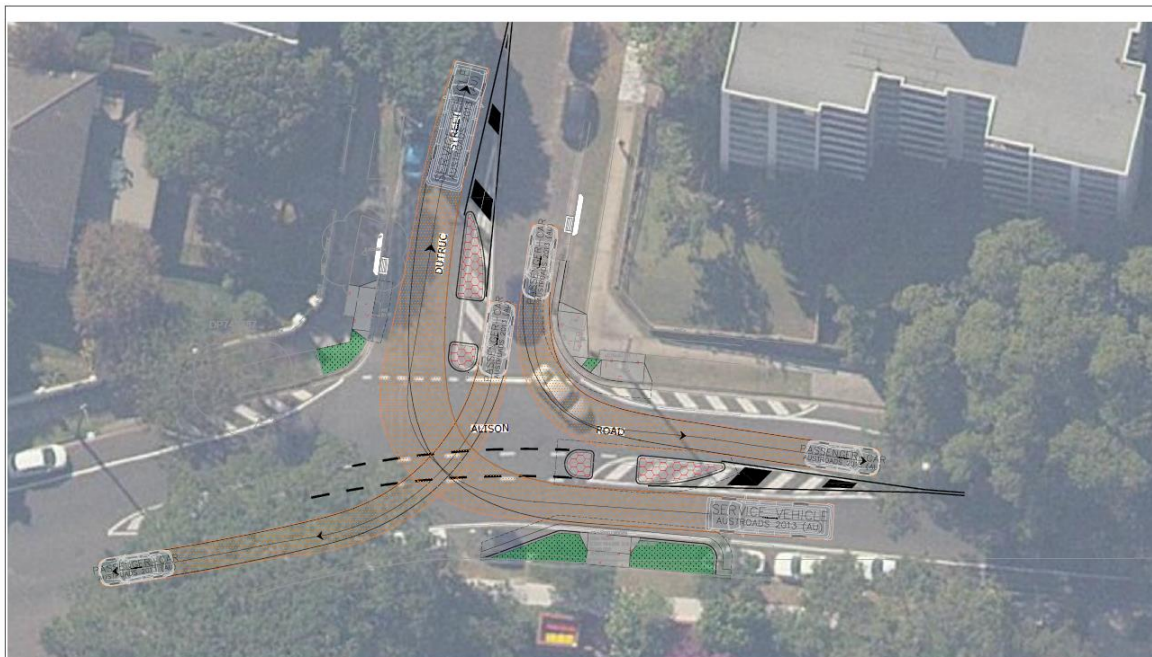
Concerns have been raised regarding the speed at which vehicles are traveling along Alison Road and passing through the intersection of Alison Road and Dutruc Street, Randwick, creating a danger to pedestrians.

To mitigate these issues and increase pedestrian safety, two pedestrian refuges are proposed for installation - one on Dutruc Street and one on Alison Road. These refuges would decrease the size of gap needed to safely cross, provide better visual indication that a pedestrian crossing point existed in this location, and narrow the road to passively encourage slower safer driving behaviour. Additional "no stopping" signage would accompany this installation to further maximise driver and pedestrian sight lines in the immediate vicinity of the crossings.

A concept design of this proposal is shown in the following diagrams.







### Resourcing Strategy implications

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

*Councillor Neilson and Mr Chilcott (resident) asked questions and sought clarification on some aspects of this proposal. Ultimately, it was agreed that further details were needed as to the requirements for articulated buses stopping at the northern bus stop, just east of the proposed devices. It was agreed that this would be reported upon at a subsequent meeting of this Committee, if required.*

### Recommendation

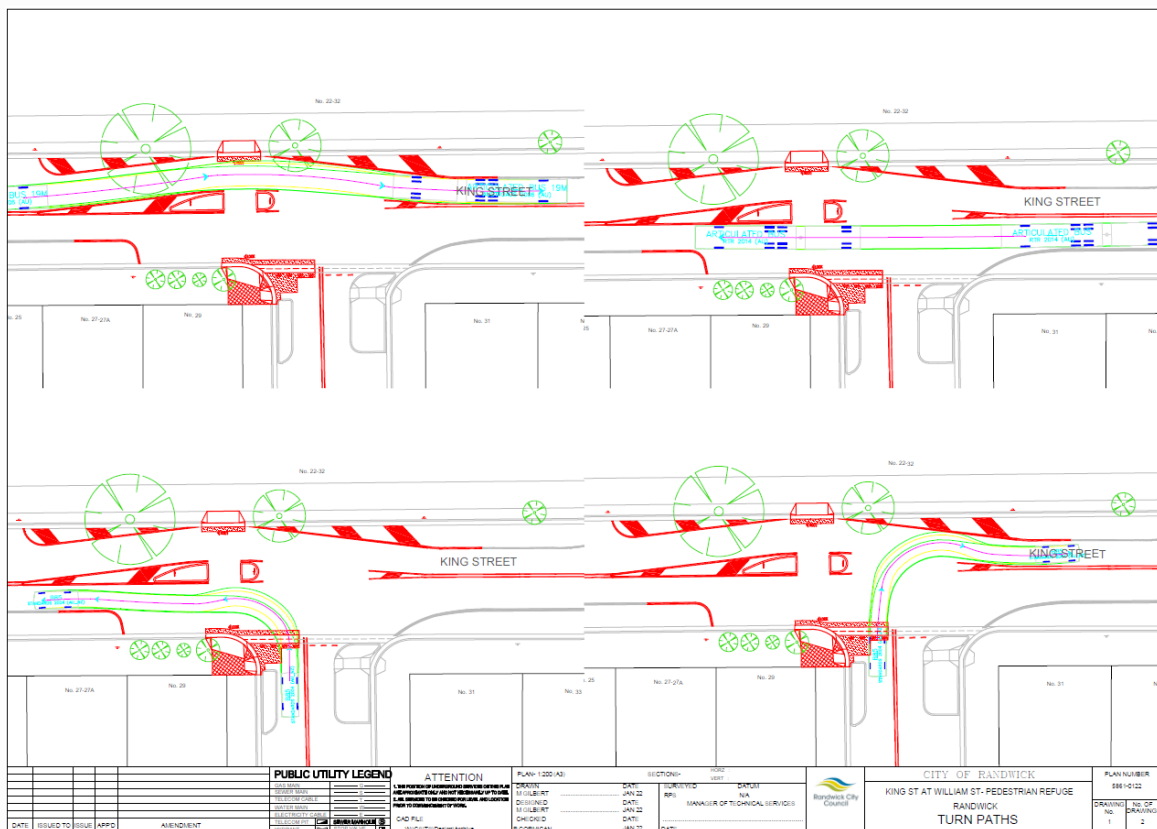
That the proposed pedestrian refuge and accompanying signage, at the intersection of Alison Road and Dutruc Street, Randwick (as detailed in the plans shown) is endorsed for construction, with any proposed changes to the No Stopping restriction to the northern side of Alison Road, east of Dutruc Street, being referred back to the Committee, if required.

### TC12/22 Traffic Committee Report - King Street (at William Street), Randwick - Pedestrian Refuge (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.12	D04459141	Road Safety	Road Safety	JG	Yes

Concerns were raised by residents regarding the speed at which vehicles are traveling along King Street, particularly near William Street. Given the proximity to TAFE NSW Randwick and UNSW Randwick Campus, there is a need to ensure there is a safe crossing point for the high numbers of pedestrians.

To achieve this, a pedestrian refuge has been proposed on King Street, on the western side of the intersection with William Street. This would passively encourage safer driving behaviors, create clear sight lines for vehicles entering and exiting William Street, provide a designated crossing point for pedestrians. It will give pedestrians the ability to cross in two stages, thus shortening the size of gap needed between vehicles to cross safely.





	Location	Between	Date	Time	Application TRIM Number	TCP TRIM Number		
1.	Palmer Street, South Coogee	Palmer Street (No through road)	Sat 20/11/2021	5.00pm - 9.30pm	D04389115	D04403104		
2.	Araluen Street, Kingsford	Paton Street and Avoca Street	Sat 27/11/2021	4.00pm - 9.00pm	D04389615	D04403108		
3.	Bundock Lane, Randwick	Canberra Street and Avoca Street	Sun 5/12/2021	2.00pm - 4.00pm	D04377712	D04392665		
4.	Blackwood Avenue, Clovelly	Surfside Ave and Boundary Street	Sun 5/12/2021	5.00pm - 9.00pm	D04384605	D04403114		
5.	John Lane, Randwick	John Street and King Street	Sat 11/12/2021	4.00pm - 8.00pm	D04388675	D04403121		
6.	Carey Street, Randwick	Douglas Street and Carey Lane	Sat 11/12/2021	5.00pm - 8.00pm	D04378273	D04403127		
7.	Andrew Street, Clovelly	Surfside Ave and Boundary Street	Sun 12/12/2021	4.00pm - 7.00pm	D04389006	D04403130		
8.	Varna Street, Clovelly	Arden Street and Carlton Street	Sun 12/12/2021	4.00pm - 9.00pm	D04379332	D04403137		
9.	Farnham Avenue, Randwick	St Marks Road and Carrington Road	Sun 12/12/2021	5.30pm - 8.00pm	D04388886	D04403134		
10.	Brisbane Street, Chifley	Eyre Street and Macquarie Street	Sat 18/12/2021	4.30pm - 11.00pm	D04389622	D04403141		
11.	Stewart Street, Randwick	Ivy Street and end of cul-de-sac	Wed 22/12/2021	6.00pm - 9.00pm	D04398577	D04403142		
12.	Little Street, Maroubra	Nicol Avenue and Duncan Street	Sun 12/12/2021	4.00pm - 9.00pm	D04364800	D04403146		
13.	Roberts Avenue, Randwick	Between Ravenswood Lane and Frenchmans Road	Sun 12/12/2021	3.00pm - 9.00pm	D04395754	D04403151		

Appropriate Traffic Control Plans (TCP) were prepared and have been saved within the Council's document management system (Trim) - see reference numbers noted in the table. Council staffed the road closures and all the events were held successfully. Unfortunately, these minor events were not able to be reported to the Traffic Committee, at an earlier time, given the non-holding of Traffic Committee meetings late last year. This situation arose as a result of the deferred Council elections which were held on 4 December, 2021.

### Resourcing Strategy implications

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

### Recommendation

That, the successful holding of these minor temporary road closure events is noted, and that retrospective approval for the road closures is granted.

### TC14/22 Traffic Committee Report - Barker Street, Kingsford (H) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.14	D04390936	Signage-Parking	15 Minutes Parking	DA	Yes

The new owner of the Child Care Centre at 52-56 Barker Street, Kingsford, has requested the establishment of a temporary 15 minutes drop off and pick up zone at the frontage of the Child Care Centre in Barker Street, Kingsford. There is currently a drop-off and pick-up zone available in Harbourne Lane, at the back of the Centre. The owner advised that recently a Development Application (DA/575/2009) for the construction of 13 apartments at 6 Forsyth Street was approved by the Land and Environment Court and the construction will start soon. This may impede the drop-off and pick-up activities for the Child Care Centre through Harborne Lane due to the close proximity of the construction site.

Therefore, it is suggested to replace the existing 2P resident parking zone at the frontage of 52-54 Barker Street, with a temporary 15-minute drop-off and pick-up zone for the duration of the construction at 6 Forsyth Street, Kingsford. This temporary drop-off and pick-up zone will not be established until Council approves and installs the works zone at 6 Forsyth Street. In addition, it is

proposed that the Harbourne Lane drop-off and pick-up zone be temporarily suspended during the construction period for the safety of the children at the Child Care Centre.

### Resourcing Strategy implications

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

### Recommendation

That the following actions are undertaken:

1. Remove the existing "2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area KF1" parking restriction from the frontage of 52-54 Barker Street and install "P 15 minutes, 8am-10am, 3pm-6pm, Mon-Fri", "2P, 10am-3pm, Mon-Fri, Permit Holders Excepted, Area KF1" on the south side of Barker Street, at the frontage of 52-54 Barker Street, Kingsford;
2. Install the above zone only following approval and installation of the proposed works zone at 6 Forsyth Street, Kingsford; and
3. The drop off and pick up zone located in Harbourne Lane be temporarily suspended during the construction works at 6 Forsyth Street, Kingsford, for the safety of the children at the Child Care Centre.

## TC15/22 Traffic Committee Report - Apsley Avenue, Kingsford (M) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.15	D04259366	Road Safety	Speeding	DA	Yes

Concerns have been raised from a resident of Apsley Avenue, Kingsford, regarding the traffic volume and incidences of vehicles speeding through the Street.

Subsequently, an investigation was undertaken in Apsley Avenue in the in relation to its traffic safety.

Apsley Avenue is a two-way local road, at approximately 9m wide, which runs east west between Botany Street and Bunnerong Road. With parking permitted on both sides of the street, the available travel lane is reduced to approximately 5m. Parking is unrestricted on both sides of the street and it was observed that it was moderately to highly utilised by the residents of the street.

Apsley Avenue near no. 17			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	880	324	556
		7 Day Average	823	295	528
Weekday	AM	8:00	105	55	50
Peak hour starts	PM	17:00	86	32	55
Speeds: (Km/h)		85th Percentile	49.05	47.3	50.8
		Average	40.55	38.8	42.3
Speed %:		% of vehicles > 50 km/h	13.58	10.16%	17%
		% of vehicles > 60 km/h	1.9%	1%	2.8%
6Classification % :		Light Vehicles up to 5.5m	92%	95%	91%

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and the 85<sup>th</sup> percentile speeds appear to be little bit over the 50km/h speed limit. The instances of travelling at speeds over 50km/h is at approximately 13.5%. 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 survey for Apsley Avenue, Kingsford, undertaken in December 2021, be noted; and
2. The resident raising concerns about this matter be informed of the results.

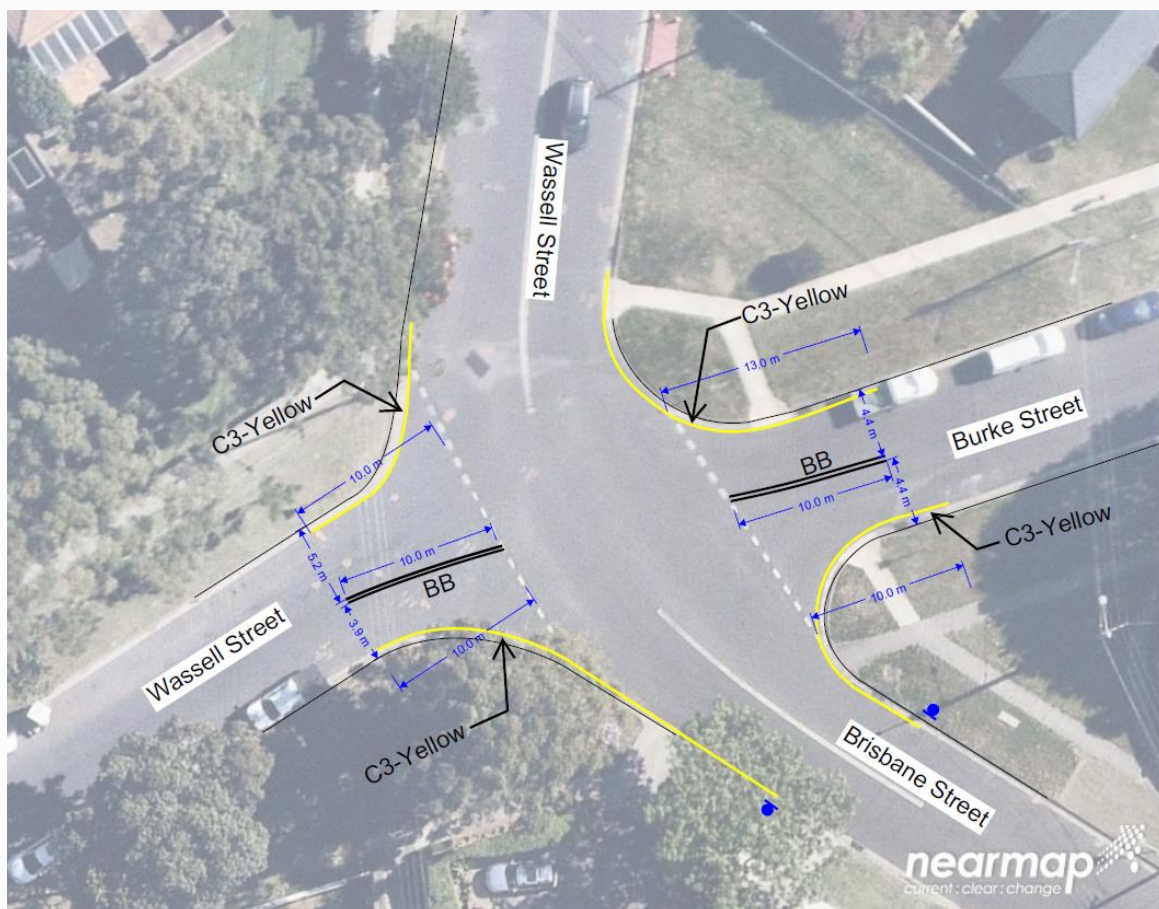
### TC16/22 Traffic Committee Report - Burke Street, at Wassell Street, Chifley (M) (F2004/06185)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.16	D04390640	Line marking	Double Separation (BB) Line marking	DA	Yes

A request has been received to improve traffic safety at the intersection of Wassell Street, Brisbane Street and Burke Street, Chifley. An analysis of crash data reveals there has been just a single recorded crash in the last five years period from April 2016 to March 2021.

Due to the oblique configuration of this intersection, eastbound Wassell Street motorists and westbound Burke Street motorists occasionally travel onto the wrong side of the road while traversing the intersection.

To improve traffic safety, it is recommended that approximately 10 metres of double separation lines be installed in Bourke Street to the east of Brisbane Street, and, 10 metres of double separation lines be installed in Wassell Street to the west of Brisbane Street. Also, it is recommended that yellow No Stopping linemarking be marked around all four corners of this intersection, reinforcing the statutory No Stopping controls at this intersection.



### Resourcing Strategy implications

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

## Recommendation

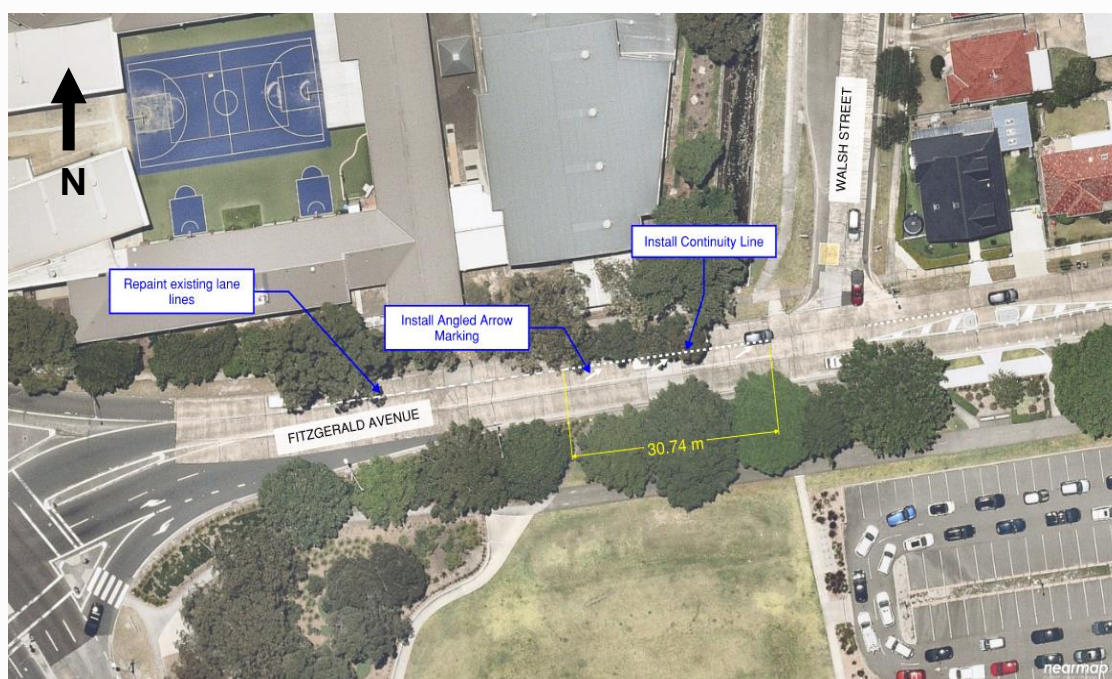
That:

1. 10 metres of double separation lines be installed in Bourke Street, to the east of Brisbane Street, and 10 metres of double separation lines be installed in Wassell Street, to the west of Brisbane Street, Chifley;
2. Yellow No Stopping linemarking be marked around all four corners of this intersection, reinforcing the statutory No Stopping controls at this intersection; and
3. The resident who raised these road safety concerns be notified about this approval.

## TC17/22 Traffic Committee Report - Fitzgerald Avenue, Maroubra (M) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.17		Linemarking	Lane Lines	NN/SS	Yes

Concerns have been raised with Council regarding safety on the eastbound approach to the Fitzgerald Avenue pedestrian refuge island, just east of Walsh Avenue, Maroubra. The layout of the road is such that motorists travelling eastbound in the no.2 lane need to merge left as they approach the pedestrian refuge. It has been noted that the current linemarking does not clearly indicate the lane merge, especially during the night. Therefore, the installation of angled arrow marking is proposed to clearly highlight the lane merge and warn motorist of the approaching pedestrian refuge.



## Resourcing Strategy implications

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

## Recommendation

That angled arrow markings and continuity linemarking be installed at Fitzgerald Avenue, prior to the intersection with Walsh Avenue, Maroubra.

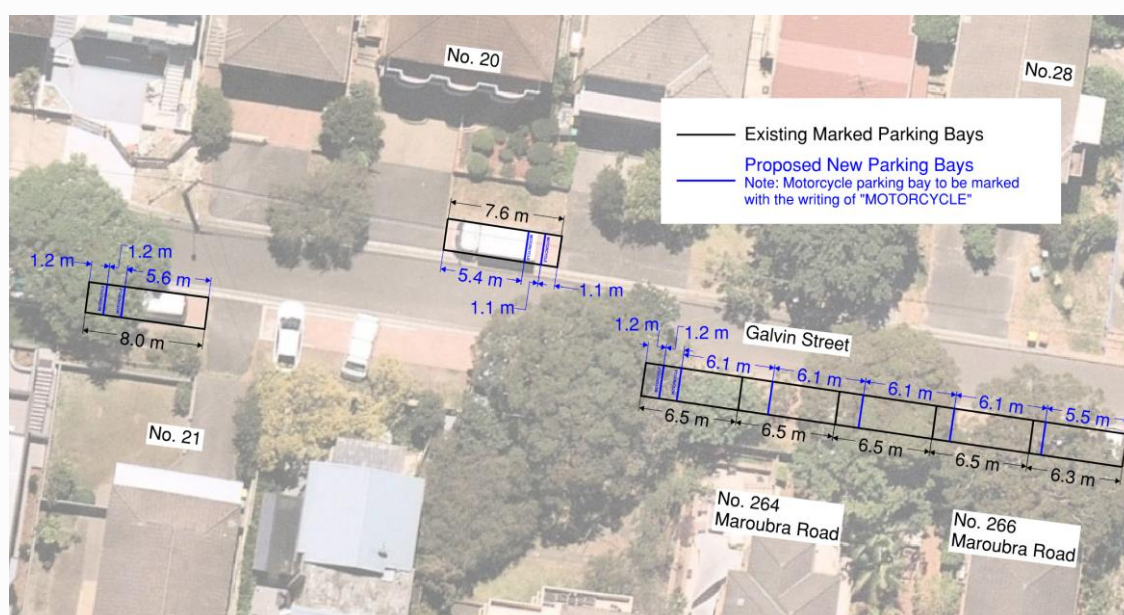


## TC18/22 Traffic Committee Report - Galvin Street, Maroubra - Parking Bays (M) (F2004/06137)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.18	D04353275	Linemarking	Parking	AL	Yes

A local resident has requested that dedicated motorcycle parking spaces be created on Galvin Street, between Cooper Street and Flower Street, Maroubra. The resident advised Council that sometimes a single motorcycle may utilise one full length parking bay, resulting in a less efficient use of the limited on-street parking spaces on Galvin Street.

There is capacity for the some of the existing marked parking bays to be reduced in the length so as to create additional 90° motorcycle parking spaces. The following concept plan illustrates the proposed reduction in car parking bay length and the creation of additional 90° motorcycle parking spaces.



It is recommended that the existing marked parking bays in Galvin Street be readjusted and the additional motorcycle parking bays be installed as shown in the attached concept plan.

### Resourcing Strategy implications

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

### Recommendation

That the existing marked parking bays in Galvin Street, Maroubra, be readjusted and the additional motorcycle parking bays be installed as shown in the attached concept plan.

## TC19/22 Traffic Committee Report - Wild Street, Maroubra (M) (F2004/06183)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.19	D04218158	Road Safety	Speeding	DA	Yes

Concerns have been raised from a resident of Wild Street, Maroubra, regarding the traffic volume and incidences of vehicles speeding especially through the section between Hinkler Street and Paine Street.

Subsequently, an investigation was undertaken in Wild Street in the in relation to its traffic safety.

Wild Street is a two-way local road, at approximately 9m wide, which runs north-south between Fitzgerald Avenue and Bunnerong Road. With parking permitted on both sides of the street, the available travel lane is reduced to approximately 5m. Parking is unrestricted on both sides of the street and it was observed that it was moderately to highly utilised by the residents of the street.

Wild Street, mid-block between Hinkler Street and Paine Street		Direction of Travel		
		Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	545	300	244
	7 Day Average	521	287	235
Weekday	AM	8:00	44	27
Peak hour starts	PM	16:00	51	30
Speeds: (Km/h)	85th Percentile	47.75	49.9	45.6
	Average	38.85	40.5	37.2
Speed %:	% of vehicles > 50 km/h	10.25%	14.6%	5.9%
	% of vehicles > 60 km/h	1.4%	2%	.85%
6Classification % :	Light Vehicles up to 5.5m	96%	95%	98%

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and the 85<sup>th</sup>ile speeds appear to be under the 50km/h speed limit. The instances of travelling at speeds over 50km/h is at approximately 10%. Therefore, no action deems necessary at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

1. The results of the traffic survey for Wild Street, Maroubra, undertaken in December 2021, be noted; and
2. The resident raising concerns about this matter be informed of the results.

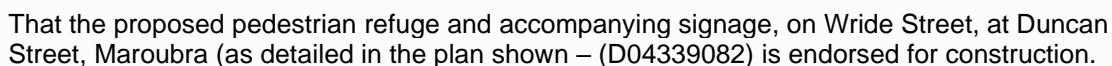
### TC20/22 Traffic Committee Report - Wride Street, at Duncan Street, Maroubra - Pedestrian Refuge (M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.20	D04457905	Road Safety	Pedestrian Safety	JG	Yes

Community members have raised concerns regarding pedestrian safety when crossing Wride Street, at the Duncan Street intersection. Currently, pedestrians have limited protection when crossing the intersection which is close in proximity to Muraborah Reserve playground. Due to the horizontal curve and parked vehicles on Duncan Street, pedestrian visibility is reduced.

To address this, a pedestrian refuge and additional signage has been proposed for installation within Wride Street. This would slow vehicles exiting and entering Duncan Street, provide clear visual indicators to vehicles that pedestrian crossing point exists and give pedestrians a safe way of crossing in two stages thus shortening the gap between vehicles needed to cross safely.

A concept design is shown in following diagram.





TC21/22.3	Avoca Lane, RANDWICK (C) (D04371913-RM) (AD)	Install 6.5m No Parking, 6am-11:30am, Thursday Only, on Avoca Lane behind 214 Barker Street, Randwick.	Yes	To facilitate waste collection on Thursdays.
TC21/22.4	Brook Street, COOGEE (C) (D04411601-RM) (AD)	Install No Stopping C3 yellow linemarking at the intersection of Brook Street and Hill Lane, commencing 10m north of Hill Lane, onto Brook Street, heading towards Hill Lane and terminating 10m east of Brook Street, Coogee.	Yes	To prevent illegal parking and improve safe sight distance.
TC21/22.5	Canberra Lane, RANDWICK (C) (D04406851-RM) (AD)	Extend existing 8m of No Stopping by 13m north, on the east side of Canberra Lane, behind properties Nos.8 and 8A Canberra Street, Randwick.	Yes	To allow more room in the travel lane for traffic egressing Reserve Lane and to prevent cars obstructing driveway access for the residents.
TC21/22.6	Carrington Road, RANDWICK (C) (D04367937-RM) (AD)	Reduce the 14.5m No Parking Motor Bikes Only Excepted on the western side of Carrington Road, across the driveways of Nos. 152 and 154 Carrington Road to only a 2.5m length, between the driveways of Nos. 152 and 154 Carrington Road, Randwick.	Yes	To continue to prevent cars parking in small spaces obstructing driveway access for the residents.
TC21/22.7	Frances Street, RANDWICK (C), (D04352244-AY) (AD)	Install '90° Angle Parking, Rear to Kerb Vehicles under 6m only' sign at the frontage of 24 Frances Street, Randwick.	Yes	To support the linemarking and reinforce the angled parking restriction.
TC21/22.8	Gilderthorpe Avenue, RANDWICK (C) (D04426023-RM) (AD)	Relocate existing 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 27 Gilderthorpe Avenue, Randwick, to 5.5m east on Gilderthorpe Avenue.	Yes	To assist eligible mobility impaired residents park close to their property.

TC21/22.9	Huddart Lane, RANDWICK (C), (D04411078-AY) (AD)	Change the existing 'No Parking (left arrow)' sign on the northern side of Huddart Lane to 'No Parking (right arrow)' sign. Also change the existing 'No Parking, (right arrow) sign, just next to the garage of 65 Govett Street, Randwick, to 'No Parking (left arrow) sign.	Yes	To close the existing 'No Parking' signs in Huddart Lane, between Evans Street and Dangar Street.
TC21/22.10	Market Street, RANDWICK (C) (D04261744-RM) (AD)	Install a 3.5m P Motor Bikes Only (NSWRR 202) zone directly in front of 12 Market Street and between both driveways of 10 Market Street, Randwick.	Yes	To prevent cars parking in small spaces obstructing driveway access for the residents.
TC21/22.11	Melody Lane, COOGEE (C) (D04382489-RM) (AD)	Install 12.6m No Parking on the western side of Melody Lane, commencing at the property boundary of Nos. 51 and 53 Melody Street and terminating at the property boundary of Nos. 55 and 57 Melody Street, Coogee.	Yes	To prevent vehicles from blocking the 3.9m wide road.
TC21/22.12	Mount Street, COOGEE (C) (D04458064-RM) (AD)	Remove No Stopping on the eastern side of Mount Street, 25m north of Oberon Street, Coogee.	Yes	This No Stopping was to assist oversize trucks to travel through the intersection of Mount Street and Oberon Street from the Works Zone at 48 Dudley Street, Coogee.
TC21/22.13	Surfside Avenue, CLOVELLY (C) (D04425504-RM) (AD)	Installation of a 10m Works Zone inside 6-18R Donnellan Circuit at the last four angle parking spaces, adjacent to 17A Surfside Avenue, Clovelly.	Yes	This is to note the installation of a 10m Works Zone in August 2021.
TC21/22.14	Vale Street, CLOVELLY (C) (D04283339-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) on Vale Street, adjacent to 44 Arden Street, Clovelly.	Yes	Applicant no longer resides at this address.

TC21/22.15	Wolseley Road, SOUTH COOGEE (C) (D04388593-RM) (AD)	Install No Stopping C3 yellow linemarking on the eastern side of Wolseley Road, commencing immediate south of the driveway of 19 Wolseley Road, heading 7.3m south towards Cairo Street and terminating immediate north of the driveway of 21 Wolseley Road, South Coogee.	Yes	To prevent vehicles from blocking the 4.1m wide road.
TC21/22.16	Goodwood Street, KENSINGTON (H) (D04459579-RA) (AD)	Relocate the existing single space "No Parking - Council Authorised Car Share" one space easterly. And, install a "No Parking (symbolic) Electric Vehicles Excepted Only While Charging" (R5-41-5) where the existing Car Share space is located, outside 8 -10 Goodwood Street (in the 90° angle parking outside the 7 Eleven at 110 Anzac Parade, Kensington).	Yes	Current car share bay needs to be relocated due to EV charging station installation and parking space.
TC21/22.17	Willis Lane, KINGSFORD (H) (D04389624-RM) (AD)	Temporarily replace only 10m No Parking signs on the eastern side of Willis Lane and 35m No Parking on the western side of Willis Lane, directly behind 46 Willis Street, Kingsford, with a No Stopping control.	Yes	To prevent workers from 44 Willis Street, Kingsford, from parking illegally and obstructing driveway access for the residents.
TC21/22.18	Chester Avenue, MAROUBRA (M) (D04420401-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 4 Chester Avenue, Maroubra.	Yes	To assist eligible mobility impaired residents park close to their property.
TC21/22.19	Maroubra Road, MAROUBRA (M) (D04433955-RM) (AD)	Install No Stopping C3 yellow linemarking at the intersection of Maroubra Road and Duncan Street, commencing 20m south of Duncan Street, onto Maroubra Road, heading towards Duncan Street and terminating 10m east of Maroubra Road, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.

TC21/22.20	Maroubra Road, MAROUBRA (M) (D04433955-RM) (AD)	Install No Stopping C3 yellow linemarking at the intersection of Maroubra Road and Duncan Street, commencing 10m north of Duncan Street, onto Maroubra Road, heading towards Duncan Street and terminating 10m east of Maroubra Road, Maroubra.	Yes	To prevent illegal parking and improve safe sight distance.
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### 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.

### TC22/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - February 2022 (C, H & M) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.22	F2021/0658	Signage	Works Zone	AL	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
<b>INSTALLATION</b>						
1.	Major Street, COOGEE (C)	W	12	30-32 Moore Street* <i>*(location corrected during Traffic Committee meeting)</i>	Unrestricted	LA/2495/2021 D04436013-AL (AD)
2.	Mount Street, COOGEE (C)	W	12	166 Mount Street, Coogee NSW 2034	Unrestricted	LA/2266/2021 D04374684-RM (AD)
3.	Carrington Road, RANDWICK (C)	W	12	146 Carrington Road, Randwick NSW 2031	Unrestricted	LA/2454/2021 D04428472-RM (AD)
<b>REMOVAL</b>						
4.	Battery Street, CLOVELLY (C)	N	14	27 Battery Street	Unrestricted	LA/1902/2019 D04395416-DA (AD)
5.	Chepstow Street, RANDWICK (C)	W	8	34 Stephen Street, Randwick NSW 2031	Unrestricted	WZ-344 D04425670-RM (AD)

6.	Coogee Bay Road COOGEE(C)	N	10.8	97 Coogee Bay Road	Unrestricted	LA/1302/2020 D03945871-DA (AD)
7.	Surfside Avenue, CLOVELLY (C)	S	10	6-18R Donnellan Circuit / 17A Surfside Avenue	Unrestricted	D04425504-RM (AD)
8.	Winchester Road, CLOVELLY (C)	E	10	13 Winchester Road	Unrestricted	LA/71/2021 D04100015-DA (AD)
9.	Ascot Street, KENSINGTON (H)	N	15	Kokoda Memorial Park driveway	2P Resident Parking and No Parking	D04317914-DA (AD)
10.	Bellevue Street, MAROUBRA (M)	W	6	10 Bellevue Street	Unrestricted	LA/2074/2021-DA (AD)

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

## 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.

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## 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.

## TC23/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - February 2022 (C & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.23	F2008/00166	Signage, Parking	No Stopping	AL	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.	Darley Road	Randwick (C)	South	10m	West	Wentworth Street	D04455773-AL (AD)
2.	Knox Street	Clovelly (C)	East	10m	North and South	Brandon Street	D04457855-DA (AD)
3.	White Street	Randwick (C)	North	10m	West	Wentworth Street	D04410386-AL (AD)
4.	White Street	Randwick (C)	South	10m	West	Wentworth Street	D04410386-AL (AD)
5.	Wentworth Street	Randwick (C)	West	10m	North	White Street	D04410386-AL (AD)
6.	Wentworth Street	Randwick (C)	West	10m	South	White Street	D04410386-AL (AD)
7.	Church Street	Randwick (C)	East	10m	North	Alison Road	10m No Stopping sign missing on the eastern side of Church Street. (D04376714-AY)
8.	Victoria Street	Malabar (M)	West	10m	North	Raglan Street	D04400224-AY (AD)
9.	Victoria Street	Malabar (M)	East	10m	North	Raglan Street	D04400224-AY (AD)
10.	Victoria Street	Malabar (M)	West	10m	South	Raglan Street	D04400224-AY (AD)
11.	Victoria Street	Malabar (M)	East	10m	South	Raglan Street	D04400224-AY (AD)
12.	Raglan Street	Malabar (M)	North	10m	West	Victoria Street	D04400224-AY (AD)
13.	Raglan Street	Malabar (M)	South	10m	West	Victoria Street	D04400224-AY (AD)
14.	Raglan Street	Malabar (M)	South	10m	East	Victoria Street	D04400224-AY (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.

### TC24/22 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - February 2022 (C, H & M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.24	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.

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

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 now been installed.
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	The design has been completed. Construction due to commence soon.
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	This device has now been installed.
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.
P.0069754.10	King Street, Randwick- Install pedestrian refuge near Montefiore Randwick	FSRSPSZ	\$100,000	This device has now been installed.
P.0069754.11	Clovelly Road (near Dans Avenue / Knox Street), Clovelly - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	This device has now been installed.

P.0069754.12	<del>Maroubra Road &amp; Hannan Street, Maroubra - Install pedestrian refuge and kerb nibs</del>	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 now been installed.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed.
P.0069754.14	Oberon Street & Higgs Street, Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given localised design constraints the scope of this project was changed to a pair of kerb nibs. This device has now been installed.
P.0069754.15	Bream Street (at Mount Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway within the Council's civil design team (see item elsewhere in this Agenda)
P.0069754.16	<del>Brook Street (at Clovelly Road), Coogee - Upgrade exist. ped. refuge</del>	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 &amp; 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 now been installed.

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. Further negotiation is now required to sort timing of construction of their DA project and of RCC's traffic device. Some delays are expected.
P.0069754.18	Carter Street (at Avoca Street), Randwick – Install continuous footpath treatment	FSRSPSZ	\$100,000	The design has been completed and this project will soon be with RCC Project Group for construction.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway utilising a consultant.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed.

### 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

Nil.

The meeting closed at 10.49am.