

# Traffic Committee Meeting

Tuesday 14 June 2022





## TRAFFIC COMMITTEE

Notice is hereby given that a Traffic Committee meeting of Randwick City Council will be held on Tuesday, 14 June 2022 at 9:30am

Any members of the community, wishing to make representations regarding a matter listed within the Traffic Committee Agenda, must email the Council ([council@randwick.nsw.gov.au](mailto:council@randwick.nsw.gov.au)) at least 24 hours prior to the meeting. Details on how to join the meeting would then be provided. Additionally, if a prospective participant wished to make a PowerPoint (or similar) presentation to the Committee, such presentation must be emailed to the Council at least 24 hours prior to the meeting.

### 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 attend and 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.

***Randwick Traffic Committee is a Committee of Randwick City Council. Accordingly, all participants are expected to comply with the Council's Code of Conduct. Details of the Code of Conduct can be accessed by [CLICKING HERE](#).***

***Please note that all Traffic Committee meetings are recorded.***

## Acknowledgement of Country

The Chair will ask for a volunteer 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."*

## Attendance and Apologies

### Declarations of Pecuniary and Non-Pecuniary Interests

### Matters Arising from the Minutes OR from Council Resolution

## Items for Consideration

At this time the Chair will ask those present at the meeting to nominate those items about which they would like some discussion or elaboration.

The Recommendations on all other items, not so nominated, will then be put to the Committee for endorsement.

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## General Business

(C) Coogee Electorate    (M) Maroubra Electorate    (H) Heffron Electorate

Tony Lehmann  
MANAGER INTEGRATED TRANSPORT

## Traffic Committee Reports No. TC93/22

**Subject: Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C)**

TC93/22

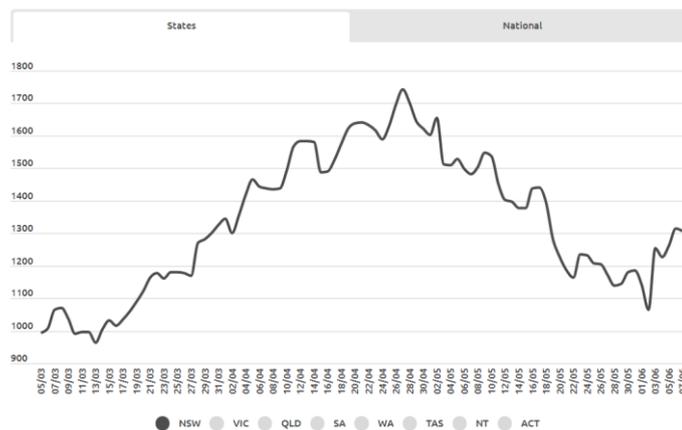
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.79	D04295265	Signage, Parking	Other	TL	Yes

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.

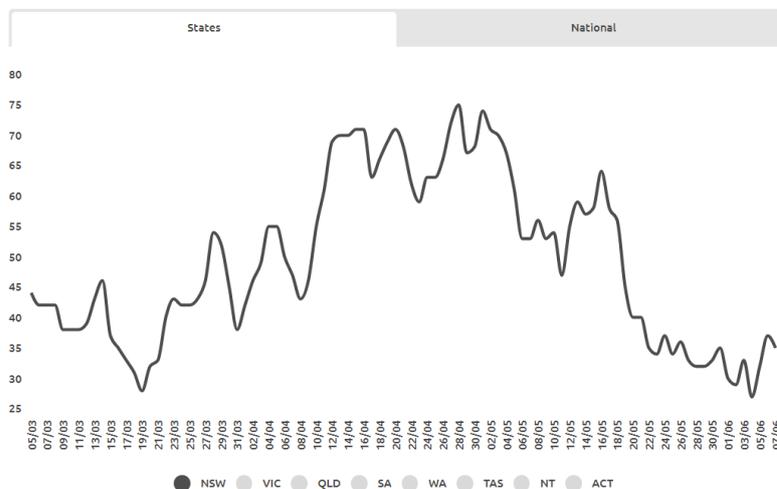
At the last meeting of this Committee a resident attendee suggested that NSW was 'business as usual' again and that the Special Parking arrangements should be reviewed. In particular, this resident expressed concerns about the parking arrangements near to Randwick shops and The Spot locality.

Following this request an examination of the current Covid-19 cases was reviewed. The numbers of Covid-19 hospitalisations and ICU patients are showing in the following graphs.

Covid-19 cases in hospital



COVID-19 cases in ICU



Given these increasing case numbers and given the significant additional case load created by the current influenza outbreaks, it is suggested that the current arrangements remain in place and be reviewed again, after winter.

### **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 until after the end of winter; and
2. this matter be reviewed again at the September 2022 Traffic Committee meeting.

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2020/00231

## Traffic Committee Report No. TC80/22

**Subject: Bream Street, Coogee - Motorcycle Parking (C)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.80	DA/475/2021	Signage Parking	Motor Cycle Parking & 2P Resident Parking	RM	Yes

The resident of 75 Bream Street, Coogee has applied for the construction of a hardstand carpark space at the front of their dwelling. Due to the construction of their off-street parking space, the existing, well utilised, 8.1m P Motor Bikes Only (NSW Road Rule 202) zone needs to be reduced to 2.6m, closer to the property boundary of 73 Bream Street.

As a result of reducing the existing P Motor Bikes Only zone, directly in front of 75 Bream Street, additional P Motor Bikes Only zone should be implemented nearby, to support the high demand for motorcycle parking.

It is considered that a 5.5m P Motor Bikes Only zone should be installed on the southern side of Bream Street, adjacent to 72 Bream Street. This will require that the existing 5.5m "2P, 8am-8pm, Permit Holders Excepted, Area CO1" zone be relocated to the eastern side of Hill Street, adjacent to 72 Bream Street.

Both residents and motorcycle riders will be satisfied with this change as this will have minimal impact since there will be a loss of only a single on-street car space (in order to provide for off-street parking).



### Resourcing Strategy implications

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

## Recommendation

That:

1. Existing 8.1m P Motor Bikes Only (NSWRR 202) zone directly in front of 75 Bream Street, Coogee, is reduced to 2.6m;
2. A 5.5m P Motor Bikes Only (NSWRR 202) zone is installed on the southern side of Bream Street, adjacent to 72 Bream Street, Coogee; and
3. The 5.5m length of "2P, 8am-8pm, Permit Holders Excepted, Area CO1" zone be relocated from the southern side of Bream Street to the eastern side of Hill Street, adjacent to 72 Bream Street, Coogee (see diagram).

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** DA/475/2021

# Traffic Committee Report No. TC81/22

**Subject: Bundock Street, Randwick - Road Safety (C)**

TC93/22

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.81	D04571171	Road Safety	Intersection	TL	Yes

The Council has been informed of a collision which occurred at the intersection of Bundock Street and Canberra Avenue, on the evening of Sunday 15 May, 2022. Over the following days a number of residents contacted the Council expressing concerns about road safety at this intersection.

An analysis of crash statistics and traffic flow in this area has been undertaken. Regarding crash statistics, the Council receives on a quarterly basis, comprehensive vehicle crash information from Transport for NSW (TfNSW). This TfNSW data is the most accurate method to assess road safety at particular locations – the data contains more than 80 characteristics relating to each collision and 27 characteristics relating to the vehicle and persons involved. The records are based on actual Police reports, or self-reports, relating to crashes where persons are injured or where vehicles have had to be towed away. Generally, this data is received 6-12 months after the events.

The most recent formal data received extends through to 30 September 2021. When examining collisions occurring in a particular location, street or area, it is accepted practice to examine the most recent five years of available crash data. An analysis of the most recently available five years of crash data reveals that there were 1,597 reported crashes within the Randwick local government area (LGA), over five years.

Given the recent concerns raised, a location specific examination of the most recently available crash data was undertaken for the full 1.1-kilometre length of Bundock Street, from Avoca Street to Malabar Road. This analysis revealed that there have been 13 recorded crashes in Bundock Street, over the five-year (60 month) period from October 2016 to September 2021. This is an average of one reported crash every 4.6 months. It should be noted that there were no incidents reported involving people who were walking or riding bicycles.

The following diagrams show the locations and Road User Movement codes of Bundock Street crashes. It also shows the locations of recent traffic count locations:



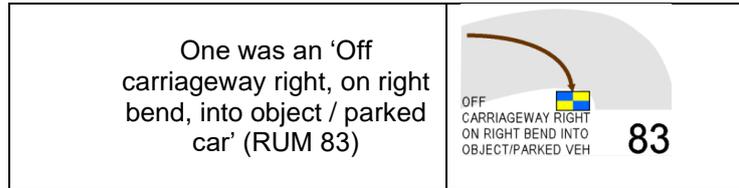
TC93/22



Bundock Street (east)

Of these thirteen serious crashes:

Four were 'cross-intersection' crashes (Road User Movement 10)	<p>CROSS TRAFFIC 10</p>
Two were 'head-on' crashes (RUM 20)	<p>HEAD ON (not overtaking) 20</p>
Two were 'Left, off carriageway, into object / parked vehicle' crashes (RUM 71)	<p>LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 71</p>
One was a 'Right through' crash (RUM 21)	<p>RIGHT THROUGH 21</p>
One was a 'Rear end' crash (RUM 30)	<p>REAR END 30</p>
One was a 'Right rear' crash (RUM 32)	<p>RIGHT REAR 32</p>
One was a 'Vehicle door' crash (RUM 63), and	<p>VEHICLE DOOR 63</p>



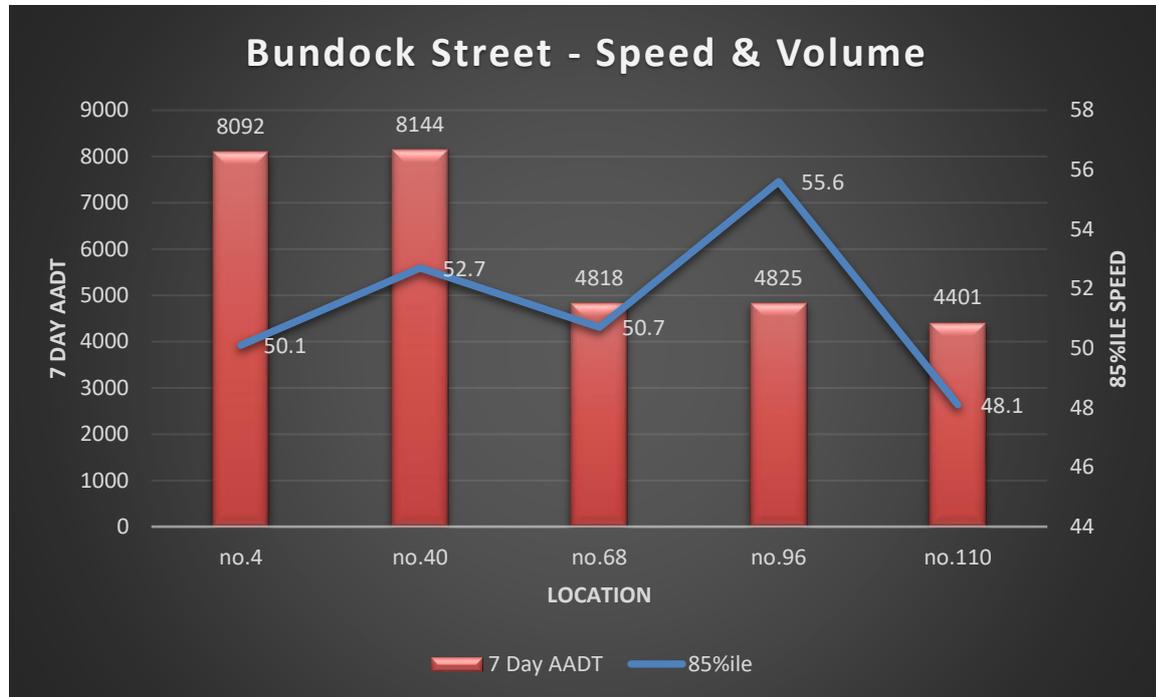
Following is a detailed summary of each of the Bundock Street crashes:

Detailed Crash Report																											
TNSW Region / LGA / Town / Street	Crash ID	Data Source	Date of crash	Day of Week	Time	Distance	Direction	ID Feature	Location type	Alignment	Weather	Surface condition	Speed limit	TU Type	TU Direction	TU Manoeuvre	Age / Gender	Road User Class	Degree of casualty	Degree of crash	Killed	Serious Injury	Moderate Injury	Minor Other Injury	Uncategorised Injury	Crash Factor	
Greater Sydney Randwick SOUTH COOGEE BUNDOCK ST	1176486	E68462348							RUM: 32 Right rear					No. of TUs involved: 2													
	S	21/07/18	Sat	0955	0 m	at	MALABAR RD	T-jun	Str	Fine	Dry	50	WAG	N in MALABAR RD	Proceeding in lane	61 F	MV div.	N	NC	0	0	0	0	0	0		
													50	WAG	N in MALABAR RD	Turning right	66 F	MV div.	N								
	1263421	E80204452							RUM: 10 Cross traffic					No. of TUs involved: 2													
	P	04/05/21	Tue	1330	0 m	at	HENDY AVE	X-int	Str	Rain	Wet	50	CAR	S in HENDY AVE	Proceeding in lane	49 F	MV div.	N	MC	0	0	1	0	0	0		
													50	CAR	E in BUNDOCK ST	Proceeding in lane	63 F	MV div.	M								
	1269174	E81891128							RUM: 63 Vehicle door					No. of TUs involved: 2													
	P	06/07/21	Tue	1320	10 m	W	ELPHINSTONE RD	T-jun	Str	Fine	Dry	50	OMV		Proceeding in lane	Unk M	MV div.	N	NC	0	0	0	0	0	0		
													50	CAR	W in BUNDOCK ST	Parked											
	1219626	E72934346							RUM: 83 Off rt/rt bnd=>obj					No. of TUs involved: 1													
	P	22/11/19	Fri	1630	110 m	W	ELPHINSTONE RD	2-way	Cur	Ovcst	Dry	50	CAR	W in BUNDOCK ST	Proceeding in lane	18 M	MV div.	N	NC	0	0	0	0	0	0	S	
1273250	E82552218							RUM: 10 Cross traffic					No. of TUs involved: 2														
S	15/08/21	Sun	1500	0 m	at	HENDY AVE	X-int	Str	Fine	Dry	50	WAG	N in HENDY AVE	Proceeding in lane	38 F	MV div.	N										
												50	BUS	W in BUNDOCK ST	Proceeding in lane	86 M	MV pass.	S	SC	0	1	0	0	0	0		
												50				51 M	MV div.	N									
1232108	E613939091							RUM: 10 Cross traffic					No. of TUs involved: 2														
P	14/03/20	Sat	0920	0 m	at	HENDY AVE	X-int	Str	Rain	Wet	50	CAR	N in HENDY AVE	Proceeding in lane	61 M	MV div.	M	SC	0	1	1	0	0	0			
												50	WAG	E in BUNDOCK ST	Proceeding in lane	28 F	MV div.	S									
1165442	E67483719							RUM: 21 Right through					No. of TUs involved: 2														
S	21/03/18	Wed	2030	0 m	at	ELPHINSTONE RD	T-jun	Str	Fine	Dry	50	CAR	E in BUNDOCK ST	Turning right	44 M	MV div.	N	NC	0	0	0	0	0	0			
												50	CAR	W in BUNDOCK ST	Proceeding in lane	24 M	MV div.	N									
1169236	E69181682							RUM: 10 Cross traffic					No. of TUs involved: 2														
P	22/03/18	Thu	1052	0 m	at	HENDY AVE	X-int	Str	Fine	Dry	50	WAG	S in HENDY AVE	Proceeding in lane	59 M	MV div.	N	MC	0	0	1	0	0	0			
												50	CAR	W in BUNDOCK ST	Proceeding in lane	55 F	MV div.	M									
1221036	E277776397							RUM: 20 Head on					No. of TUs involved: 2														
S	10/11/19	Sun	1944	0 m	at	NUMBER 114 HN	2-way	Cur	Fine	Dry	50	CAR	W in BUNDOCK ST	Incorrect side	73 M	MV div.	N	OC	0	0	0	1	0	0			
												50	CAR	E in BUNDOCK ST	Proceeding in lane	52 F	MV div.	O									
1131971	E62407610							RUM: 20 Head on					No. of TUs involved: 2														
S	15/03/17	Wed	1428	100 m	W	ELPHINSTONE RD	2-way	Cur	Fine	Dry	50	CAR	E in BUNDOCK ST	Incorrect side	31 M	MV div.	S	SC	0	1	0	0	0	0			
												50	CAR	W in BUNDOCK ST	Proceeding in lane	69 F	MV div.	N									
Greater Sydney Randwick RANDWICK BUNDOCK ST	1231699	E332103994							RUM: 71 Off rd left => obj					No. of TUs involved: 2													
	S	14/05/20	Thu	1817	0 m	at	CANBERRAST	T-jun	Str	Ovcst	Dry	50	CAR	W in BUNDOCK ST	Proceeding in lane	22 M	MV div.	O	OC	0	0	0	1	0			
													50	STR	W in BUNDOCK ST	Parked											
1234438	E74036709							RUM: 30 Rear end					No. of TUs involved: 2														
S	21/06/20	Sun	1500	0 m	at	CANBERRAST	T-jun	Str	Fine	Dry	50	TKU	S in CANBERRA ST	Proceeding in lane	19 M	MV div.	N	OC	0	0	0	1	0	0			
												50	CAR	S in CANBERRA ST	Stationary	49 F	MV div.	O									
1121363	E62195015							RUM: 71 Off rd left => obj					No. of TUs involved: 4														
												50	CAR	E in BUNDOCK ST	Proceeding in lane	75 F	MV div.	M									
												50	4WD	E in BUNDOCK ST	Parked				MC	0	0	1	0	0	0		
P	15/11/16	Tue	1730	0 m	at	NUMBER 82 HN	2-way	Str	Fine	Dry	50	WAG	E in BUNDOCK ST	Parked													
												50	CAR	E in BUNDOCK ST	Parked												

## Traffic Characteristics

### Volume

The Council undertook traffic counts along Bundock Street in March 2022. A summary of the results of these counts is shown below:



**Bundock Street - 'Annual Average Daily Traffic' volumes and 85th percentile traffic speeds**

A more detailed examination of the traffic counts reveals that there are, on a daily basis, some 2,477 Bundock Street vehicles approaching the Canberra Street intersection from the east, and, that there are some 4,397 Bundock Street vehicles approaching the Canberra Street intersection from the west, and, that there are some 2,782 Canberra Street vehicles approaching the Bundock Street intersection from the north. Given these daily traffic volumes it can be seen that more than 3,526,000 vehicles are passing through the Bundock Street / Canberra Street intersection per year. This data further reveals that, over five years, there have been in excess of 12,000,000 vehicles pass through the Bundock Street / Canberra Street intersection.

Given the volume of traffic and the site conditions, the frequency of reported crashes occurring at this intersection is not considered to be excessive. In fact, the crash history indicates that this intersection is performing relatively well, from a road safety perspective.

### Speed

Generally, the speeds along Bundock Street are typical of such a long, straight street in an urban setting. However, with the recently collected traffic count data, the Council will inform Eastern Beaches Local Area Police Command of the days and times when speeds may be considered most problematic. The Council will seek the cooperation of the local Highway Patrol in undertaking speed enforcement along this street. With the Council data being supplied to the Highway Patrol, they will be able to target specific times for the most effective enforcement.

### Prioritisation of crash reduction treatments

As detailed earlier in this report, an analysis of the most recently available five years of crash data reveals that there were 1,597 reported crashes within the Randwick local government area. Of these 1,597 crashes, 676 crashes occurred at 248 intersections involving local and/or regional roads.

It should be noted that the Council manages roads which are classified as local or regional roads. The Council does not manage roads which are classified as State Roads.

Of the 676 reported crashes, occurring at local road and / or regional road intersections in the last five years, there were the following tally of incidents\*:

- One intersection had 12 reported injury crashes
  - One intersection had 11 reported injury crashes
  - One intersection had 10 reported injury crashes
  - One intersection had 9 reported injury crashes
  - One intersection had 8 reported injury crashes
  - Two intersections had 7 reported injury crashes
  - Four intersections had 6 reported injury crashes
  - Six intersections had 5 reported injury crashes
  - Twelve intersections had 4 reported injury crashes
  - Nineteen intersections had 3 reported injury crashes
  - **Fifty-three intersections had 2 reported injury crashes** (inc. Bundock / Canberra)
  - One hundred and eighty-eight intersections had 1 reported injury crash, and
  - Sixty-four other intersections had one, or more, reported 'towaway' only crashes
- \*(many of the reported injury crash sites also had additional 'towaway only' crashes)*

When allocating Council's limited resources to address road safety matters, the highest priorities are given to those sites where the most crashes are occurring. Over many years the Council has been addressing local and regional road crash locations based on the worst performing intersections getting the higher priorities, with regard to the implementation of crash reduction treatments. Generally, this has been through the State and Federal Government black spot programs. Over the past decade more than twenty poorly performing intersections have been treated with crash reduction facilities. And there has been a commensurate reduction in crashes at numerous locations throughout the Randwick local government area. Examples of the previously treated crash sites are shown in the table below:

Year	Project Name	Project
2012 / 2013	Darley Road at Clovelly Road	Protected Right turn bay in Clovelly Rd at Darley Rd
2012 / 2013	Dolphin Street at Mount Street	Roundabout at Dolphin Street and Mount Street
2012 / 2013	Boyce Road at Cooper Street	Roundabout at Boyce Road and Cooper Street
2012 / 2013	Walsh Avenue at Wild Street	Roundabout at Walsh Avenue and Wild Street
2013 / 2014	Belmore Road at Arthur Street	Install Raised threshold at the pedestrian crossing on Belmore Road near Arthur Street
2013 / 2014	Cowper Street at Cook Street	Install pedestrian refuge with kerb blisters without pedestrian crossings at Cowper St near Cook St
2013 / 2014	Clovelly Road at Flood Street	Single lane roundabout at Clovelly Rd at Flood St
2014 / 2015	Anzac Parade and Bilga Crescent	Upgrade from Give Way to STOP and move stop line forward using kerb extensions
2016 / 2017	Carrington Rd at Bream Street	Install raised crossing island in Carrington Road at Bream Street
2016 / 2017	Cowper Street at Church Street	Install one lane roundabout with associated sign in Cowper Street at Church Street
2017 / 2018	Anzac Parade at Pozieres Ave	Install raised islands with additional STOP signs
2018 / 2019	Snape Street	Installation of Raised Threshold in Snape Street
2018 / 2019	Hannan Street at Maroubra Road	Installation of Kerb Build Out to bring hold line forward
2018 / 2019	Carrington Road at Glebe Street	Installation of high friction surface on curved road
2018 / 2019	Anzac Parade at Forrest Street	Reconstruction the intersection of Anzac Parade and Forrest Street to include central island with additional STOP sign
2018 / 2019	Clovelly Road at Mount Street	Construction of Raised threshold wombat crossing at existing marked foot crossing on Clovelly Road
2019 / 2020	Intersection of Arden Street and Dolphin Street	Installation of Pedestrian Refuge in Dolphin Street east of Arden Street

2019 / 2020	Intersection of Arden Street and Clovelly Road	Improve deflection angle of existing roundabout, install slow point
2019 / 2020	The Spot High Pedestrian Activity Area	Reduce speed limit by 10km/h, install kerb blisters
2020 / 2021	Chapel Street at Frenchmans Road	Move intersection forward using kerb extensions and reconstruction of substandard pedestrian refuge
2020 / 2021	Todman Avenue at Balfour Road	Installation of central median on Todman Avenue at Balfour Road intersection
2020 / 2021	Intersection of Frances Street at The Avenue	Installation of Raised Safety platform at the intersection of Frances Street at The Avenue
2020 / 2021	Duncan Street at McKeon Street intersection	Installation of pedestrian refuge and kerb extensions to form slow point
2021 / 2022	Arden Street / Oberon Street	Enlarge roundabout central island

Guidance given to the Council is that funding for road safety projects should be targeted toward those sites with the poorest safety performance.

Over the last 5 years there have been 53 intersections, within the Randwick LGA, which have had a tally of two injury crashes – one of these locations is the Bundock Street / Canberra Street intersection. And, within the LGA, there were an additional 48 intersections which had more than two reported crashes, over the last 5 years. Accordingly, the advice to the Council, at this time, would be that the available funding be focused on those sites where most injury crashes are occurring.

Notwithstanding the above advice, and given the concerns in the community, it is considered that some low scale interventions be considered for the Bundock Street / Canberra Street intersection. A report on such interventions will be prepared for the next meeting of this Committee.

*NOTE: A 17 Page submission was received from a local resident as this Agenda item was being finalised. It is included as an attachment.*

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

1. The Council continue to prioritise allocation of road safety project funds based on the reported crash data, as provided by Transport for NSW; and
2. A report be brought back, to the July meeting of this Committee, detailing proposed moderate cost interventions at the Bundock Street / Canberra Avenue intersections, to address the local community's road safety concerns.

### Attachment/s:

- |   |                               |
|---|-------------------------------|
| 1.  Attachment - Item TC81/22- Bundock St - Canberra St - Submission by Mr Anthony Ryan.docx | Included under separate cover |
|---|-------------------------------|

**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/07225

## Traffic Committee Report No. TC82/22

**Subject: Searle Avenue, Randwick (C)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.82	D04537282	Parking	Works Zone and 2P Resident Parking	DA	Yes

An application has been received for the installation of a 10m long Works Zone at the frontage of 11 Searle Avenue, Randwick. Currently there is 2P resident parking zone at this location.

Two resident parking spaces will be lost due to the installation of the 10m Works Zone.

Therefore, the 2P resident parking zone for Area RA7, will be extended by 11m southerly to compensate the loss of two resident parking spaces.



## Resourcing Strategy implications

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

## Recommendation

That:

1. The installation of 10m Works Zone at the frontage of 11 Searle Avenue, Randwick, be approved; and
2. The 2P 8am-6pm, Mon-Sat, Permit Holders Excepted, Area RA7, resident parking zone be extended by 11m southerly up to the northern end of the driveway of 19 Searle Avenue, Randwick.

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**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2021/00658

# Traffic Committee Report No. TC83/22

**Subject: Rainbow Street / Ellen Street, Randwick (C)**

TC93/22

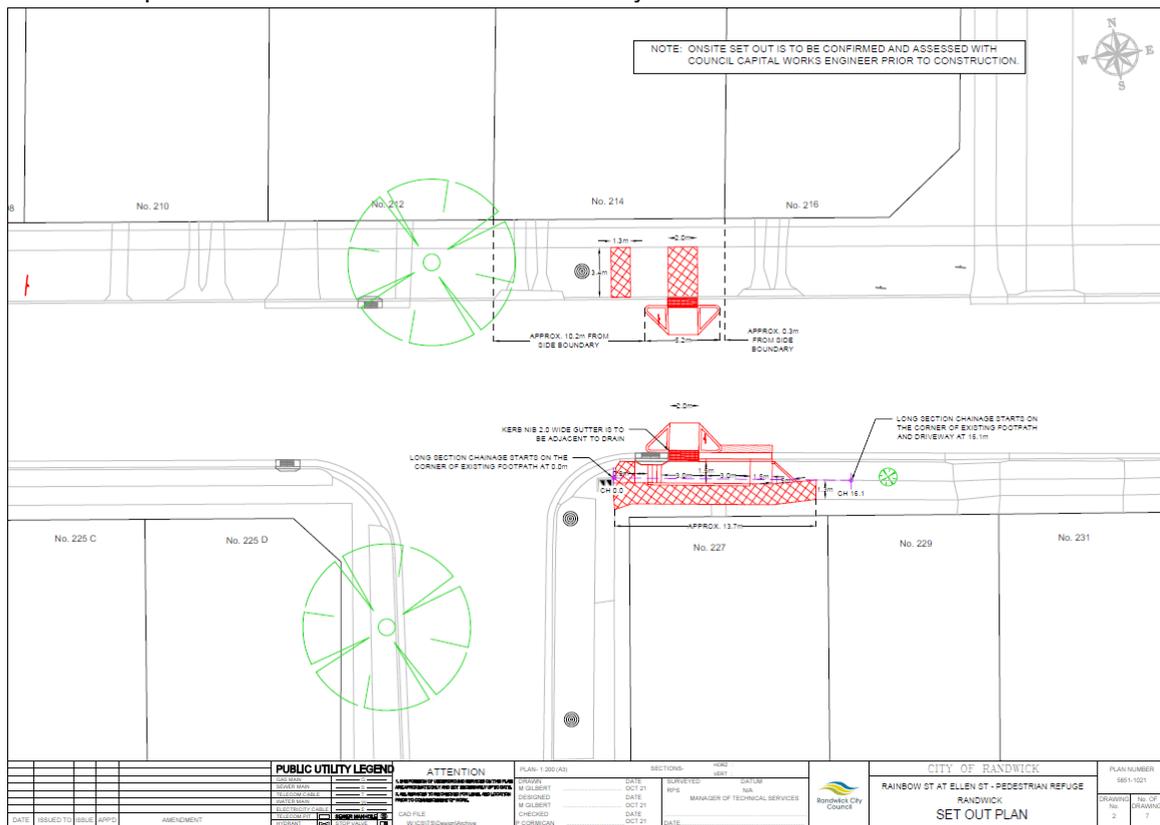
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.83	D04581631	Road Safety	Road Safety	JL	Yes

Community members have raised concerns regarding pedestrian safety when crossing Rainbow Street, near Ellen Street, Randwick.

At the Traffic Committee meeting held on 9th November 2021, three separate proposals were proposed to the committee for the installation of a pedestrian safety facility at this intersection. The Committee decided that a community survey be undertaken to better understand all viewpoints regarding the three options for a Rainbow Street pedestrian facility. As a result, the concepts have undergone further community consultation, which was undertaken from 6th April 2022 to 10th May 2022 through a survey via the 'Your Say' page.

The report detailing the outcomes of the community survey was tabled and discussed at the Traffic Committee meeting held on 10<sup>th</sup> May 2022. The Committee was informed that, based on the results of the Community Survey, Option 3 was preferred. It was recommended that Option 3 be implemented and the representatives of the local Member, Transport for NSW and the Police, each supported the recommendation.

**Preferred Option – Kerb nibs orientated more westerly**



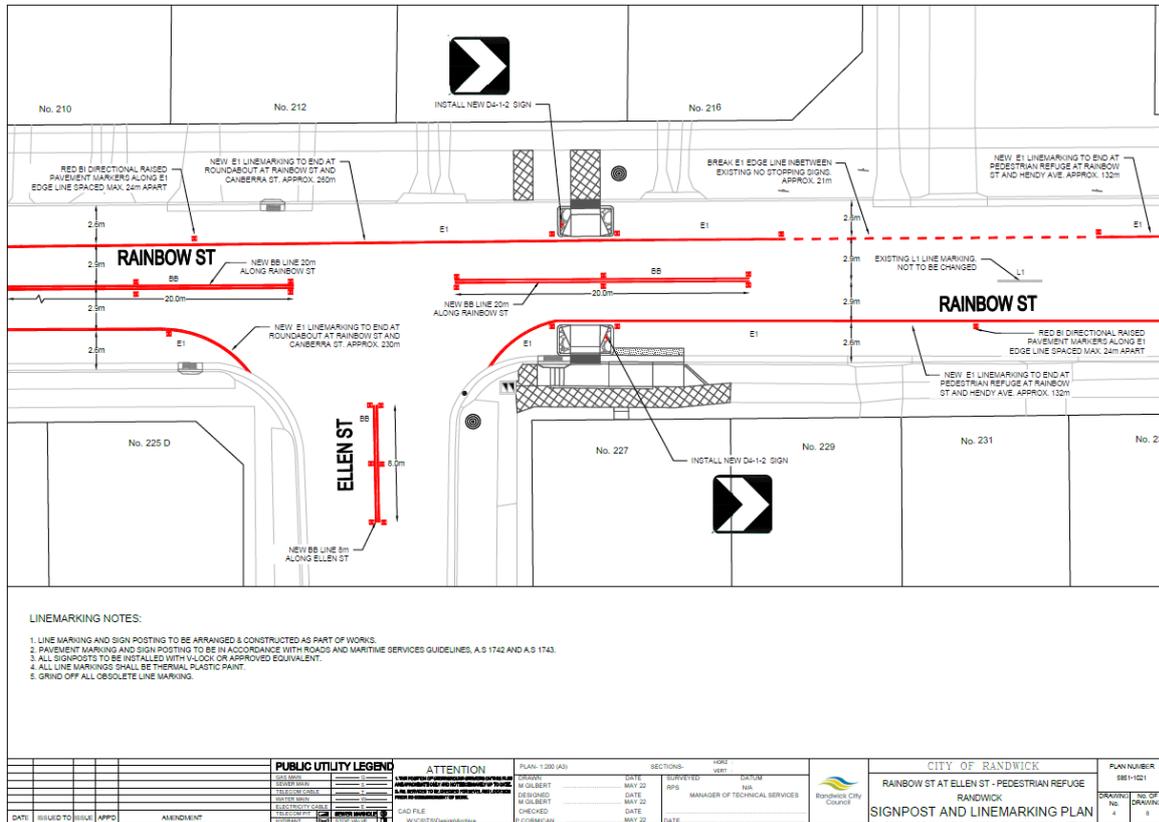
Since the Traffic Committee meeting was held on 10<sup>th</sup> May 2022, line marking and signage design has been undertaken to supplement the pedestrian refuge and further improve traffic safety at the Rainbow Street and Ellen Street intersection. It is recommended that the following line markings and signage be installed:

- double centrelines at the Rainbow Street and Ellen Street intersection:
  - 20 metres on the east and west legs of the intersection along Rainbow Street

- eight metres on the south leg on along Ellen Street
- edge lines on the north and south side of along Rainbow Street
- 21 metres of break edge line between existing no stopping signs
- Bi-directional raised pavement markers
- D4-1-2 signs at the north and south kerb nibs.

The proposed line marking assist in slowing the speed of the passing motorists as well as guiding them around the proposed kerb nibs.

TC93/22



### Resourcing Strategy implications

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

### Recommendation

That the proposed line markings and signage accompanying the proposed pedestrian refuge on Rainbow Street and Ellen Street intersection (as detailed in the plan shown – D04586793) be endorsed for construction.

**Responsible officer:** Jay Lee-Pieterse, Senior Sustainable Transport Officer

**File Reference:** F2021/00209

## Traffic Committee Report No. TC84/22

**Subject:** Rainbow Street / Fennelly Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.06.84	D04595504	Pedestrian	Pedestrian Safety	TL	Yes

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

As reported at the last meeting of this Committee, there are a number of traffic and parking matters of concern as raised by the Parents and Citizens Association from Rainbow Street Public. The Principal has asked for an update on each of the following matters:

- Rainbow Street Kiss and Drop extension
- Double lines on Rainbow Street outside the school
- No stopping signs on the western corner of Rainbow Street where it meets Paton Street
- Issues relating to safety on Young and Fennelly Streets at the rear of the school

An update on each of these matters will be provided at the meeting.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That the information provided at the meeting is noted.

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/08338

## Traffic Committee Report No. TC85/22

**Subject: Barker Street / Willis Street, Kingsford (H)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.85	D04583882	Road Safety	Intersection	JG	Yes

Concerns have been raised about the road safety conditions at the intersection of Barker Street and Willis Street, Kingsford. It has been suggested that improvements are required to address these concerns.

To address these concerns, it is considered that additional signage and line-marking be installed. Installing double BB centre lines will increase awareness of the upcoming intersection and provide clearer entry/exit points of Willis St. Having Stop signs on both side of Willis Street, approaching Barker Street, will further increase awareness of the upcoming intersection and encourage drivers to take greater caution at the intersection. Re-painting the stop lines will re-affirm the intersection boundaries and discourage drivers from 'creeping' onto Barker Street.



### Resourcing Strategy implications

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

### Recommendation

That:

1. Double BB centre lines be installed 8m into Willis Street, Kingsford, on either side of the intersection;
2. Dual Stop signs be installed either side of Willis Street, Kingsford, on both sides of the intersection (indicated by the red squares); and
3. Maintenance be undertaken upon the existing Stop control lines at this intersection.

**Responsible officer:** Jesse Grazotis, Student Transport Engineer

**File Reference:** F2008/00622

TC93/22

## Traffic Committee Report No. TC86/22

**Subject: Barker Street, at Kennedy Street, Kingsford (H)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.06.86	D04543702	Road Safety	Speed and volume	DA	Yes

Following receipt of resident concerns, about the speed of vehicles travelling along Barker Street near the roundabout at Kennedy Street, traffic surveys were commissioned on 17 May, 2022, for a seven-day period.

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

<b>Barker Street</b> At the vicinity of 106 Barker Street		<b>Direction of Travel</b>		
		<b>Both Directions</b>	<b>Eastbound</b>	<b>Westbound</b>
<b>Traffic Volume:</b> <b>(Vehicles/Day)</b>	Weekdays Average	10776	5287	5489
	7 Day Average	9886	4876	5010
<b>Weekday peak hour traffic volume start</b>	<b>AM</b> 08:00	990	402	628
	<b>PM</b> 16:00	777	473	348
<b>Speeds :</b> <b>(km/h)</b>	85 <sup>th</sup> Percentile	47.4	46.1	48.4
	Average	40.6	39.6	41.5

This traffic surveys indicates that the speeds occurring along Barker Street are typical for such a location. However, given the 85<sup>th</sup> percentile speeds on both directions are relatively not high, therefore, it is considered that 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 surveys for Barker Street, Kingsford, undertaken in May 2022, be noted and
2. The person raising concerns about this matter be informed of the results.

**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2006/00101

# Traffic Committee Report No. TC87/22

**Subject: Southern Cross Close, Kingsford (H)**

TC93/22

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.87	D04565620	Event	Road Closure - Temporary	RM	Yes

The Indonesian Presbyterian Church has applied to Randwick City Council to temporarily close to vehicular traffic part of Southern Cross Close, Kingsford, between Houston Lane and Houston Road on Saturday, 6<sup>th</sup> of August 2022, from 8am to 6pm.

Southern Cross Close is a one-way lane, in a westerly direction from Houston Lane and Houston Road. Houston Lane is a two-way road, intersecting with Borrodale Road to the north. The closure has been requested in order to accommodate the church's proposed open day street fair which will run from 10am to 4pm on Saturday, 6<sup>th</sup> of April.

The church has consulted with the local residents and businesses that use Houston Lane and Southern Cross Drive. Only two properties access onto Southern Cross Close, one of which is understood to be vacant. Local businesses have been asked to exit Houston Lane onto Borrodale Road during the proposed closure.

The church has prepared a traffic management plan for the event. The traffic control plan (TCP) from the Traffic Management Plan (TMP) has been reproduced, below.

All traffic control staff and equipment will be provided by The Indonesian Presbyterian Church. All traffic control will as per the TCP and all traffic controllers will be suitably qualified to RMS standards.



**TRAFFIC GUIDANCE SCHEME**

DATE: 04/05/2022

LOCATION: SOUTHERN CROSS CLOSE/HOUSTON LANE, KENSINGTON

CUSTOMER: BRIDGET DIGGINS

TCP No.: ROAD CLOSURE AND ASSISTING VEHICLE MOVEMENT

NAME: Bridget Diggins  
Licence No: TCT0011034

This Traffic Guidance Scheme is drawn to BS12122 and TM20 Traffic Management Manual 2.0.

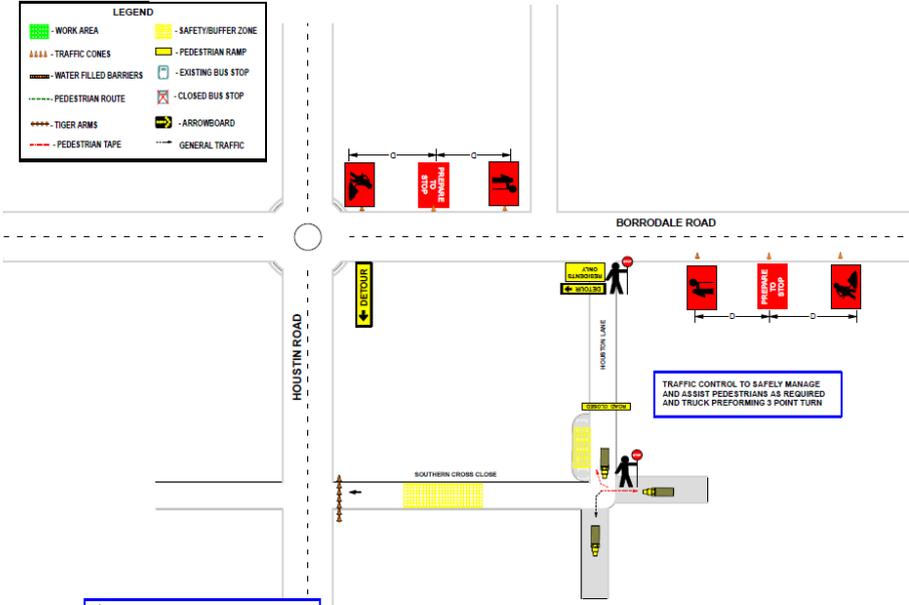
This Traffic Guidance Scheme has been designed by a PRACTICE qualified person. Modifications to this TGS must be approved by a person holding a PRACTICE qualified person. It shall be supported by a T&E or Risk Assessment, and T&E qualified person shall verify the positioning of signs and device provided.

PLAN NOT TO SCALE

www.invarion.com

**LEGEND**

	WORK AREA		SAFETY/BUFFER ZONE
	TRAFFIC CONES		PEDESTRIAN RAMP
	WATER FILLED BARRIERS		EXISTING BUS STOP
	PEDESTRIAN ROUTE		CLOSED BUS STOP
	TIGER ARMS		ARROWBOARD
	PEDESTRIAN TAPE		GENERAL TRAFFIC



**NOTE:**

- All work vehicles to be parked on westside of the roadway
- Work vehicle movements will be under the direction of Traffic Control
- A designated Traffic Controller will stop traffic when Work Vehicle are unloading/loading the work zone
- NO WORK SITE VEHICLE ARE TO COMMENCE REVERSING UNTIL DIRECTED BY A DESIGNATED TRAFFIC CONTROLLER**
- Traffic Controller to ensure that the work area is fenced off at all times
- Traffic Controller to ensure a pedestrian walkway is provided at all times. If a walkway cannot be provided/pedestrians to be guided to use other footpath and may need all traffic to be stopped to assist with safe crossing
- Traffic Controller to stop slow traffic around the work area.
- Traffic Controller are to ensure they use radios

**TRAFFIC CONTROL PLAN MODIFICATION (ON SITE)**

MODIFIED BY: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Cart No: \_\_\_\_\_

Amendments Required? Y/N

Sign	Width Taper	Length	Buffer Length
45 of L898	30	15	30
45 to 55	30	30	30
55 to 65	60	30	30
65 to 75	115	30	30
75 to 85	130	60	40
85 to 95	145	90	40
95 to 105	160	100	50
105 to 130	180	110	50
Greater Than 130	180	110	50

Based on AS 1742.3-2009

## Resourcing Strategy implications

There are no financial implications arising from this report.

## Recommendation

That:

1. Southern Cross Close, Kingsford, between Houston Lane and Houston Road on Saturday, 6<sup>th</sup> of August 2022 is closed to vehicular traffic from 8am to 6pm;
2. Traffic Control as per the Traffic Control Plan is implemented by suitably qualified traffic controllers with the cost to be borne by The Indonesian Presbyterian Church; and
3. Any directions made by the Police or Council Rangers during the event are implemented by the organisers without delay.

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2009/00454

## Traffic Committee Report No. TC88/22

**Subject: Fitzgerald Avenue, Maroubra (M)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.06.88	D04529235	Line Marking	Lane Lines	AY	Yes

Concerns have been raised by a resident of Fitzgerald Avenue, Maroubra, regarding illegal parking adjacent to the driveway of 301 Fitzgerald Avenue, Maroubra. Vehicles parking in the area are preventing the resident from entering and exiting their driveway. They are seeking a clearer measure to reinforce NSW Road Rule 198 – “Obstructing access to and from a footpath, driveway etc”, in front of the property.

In order to achieve this, Council is proposing to install C3 Yellow Line Marking in the form of a rectangle perimeter in front of the driveway, in association with a yellow “X” in the middle, making it clear for motorists not to park in the area.

A concept design of this proposal is shown in the diagram below.



### Resourcing Strategy implications

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

**Recommendation**

That C3 yellow line marking be marked adjacent to the driveway of 301 Fitzgerald Avenue, Maroubra, reinforcing the “No Parking” area in front of the property.

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**Responsible officer:** Ali Yassine, Student Transport Engineer

**File Reference:** F2005/00901

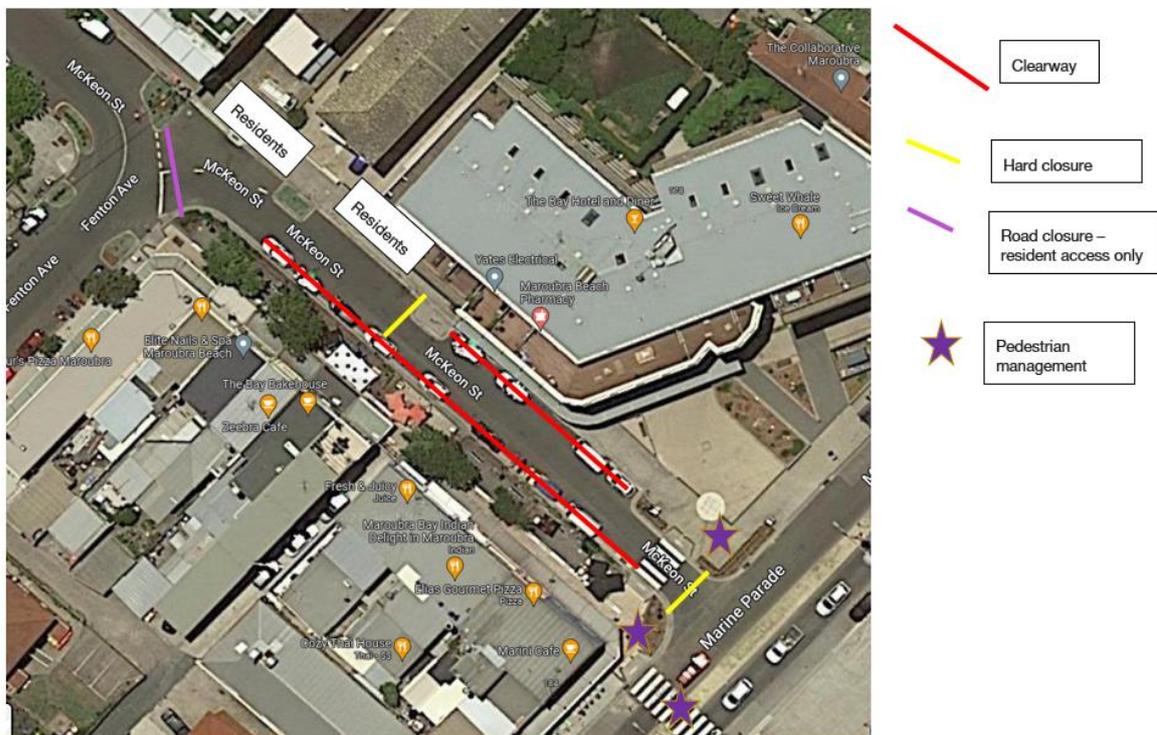
## Traffic Committee Report No. TC89/22

**Subject: McKeon Street, Maroubra - Event, Temporary Road Closure (M)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.89	F2022/00427	Event	Temporary Road Closure	RM	Yes

Council will be embracing an event known as “Beach Breaks” which will be held on Sunday, 24<sup>th</sup> July 2022, requiring the closure of McKeon Street, Maroubra, between Fenton Avenue and Marine Parade from 8am to 6pm. Clearway will enforce on both sides of the road from 6am to 6pm with the authority to tow away any illegally parked vehicle(s), as illustrated in the diagram below.

Traffic Controllers will be available to assist residents accessing McKeon Street from Fenton Street and to manage pedestrian at the pedestrian crossing. The temporary road closure is to encourage businesses to trade out on McKeon Street. Council will be providing furniture and live music extending other entertainment to Maroubra Beach (across Marine Parade).



### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That, during the holding of the Beach Breaks event, at Maroubra Beach, a temporary road closure will be undertaken with the following conditions:

1. McKeon Street, Maroubra, between Fenton Avenue and Marine Parade on Sunday, 24<sup>th</sup> of July 2022 is closed to vehicular traffic from 8am to 6pm;
2. McKeon Street, Maroubra, between Fenton Avenue and Marine Parade on Sunday, 24<sup>th</sup> of July 2022 is a Clearway zone from 6am to 6pm; and

3. Any directions made by the Police or Council Rangers during the event are implemented by the organisers without delay.

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2009/00454

## Traffic Committee Report No. TC90/22

**Subject: Minor Signage Items - Parking and Regulatory - June 2022  
(C, H & M)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.90	F2014/00528	Signage Parking	No Parking	JS	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC90/22.1	Clovelly Road, RANDWICK (C), (D04568914-DK)	Install a 11m "½P 8am-6pm Mon-Sun" zone at the frontage of nos 26 and 24A Clovelly Road, commencing at the existing zone with "Bicycle Parking 8am-6pm" approximately 10m west of Earl Street and terminating 11m westerly, at the western boundary of No.22 Clovelly Road, Randwick.	Yes	To increase parking turnover for the local businesses
TC90/22.2	Burton Street, RANDWICK (C), (D04564150-AY) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 28 Burton Street, Randwick.	Yes	MIPPS is no longer required.
TC90/22.3	St Pauls Street, RANDWICK (C), (D04523841-AY) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 69A St Pauls Street, Randwick, once eligibility is established.	Yes	To assist eligible mobility impaired residents park close to their property
TC90/22.4	The Avenue, RANDWICK (C), (D04558632-AY) (AD)	Extend the existing 30m Kiss & Go "No Parking 8am - 9:00am 2:30pm-4pm School Days" zone on the eastern side of The Avenue, Randwick, at Randwick Public School, by 27m southerly; terminating immediately north of the pedestrian crossing.	Yes	School requires the extension of the existing school pick up and drop off zone
TC90/22.5	Botany Lane, KINGSFORD (H), (D04544516-AY) (AD)	Relocate existing "No Stopping" sign on the west side of Botany Lane, opposite 52 Botany Street, Kingsford, 2m North of the current location.	Yes	To allow resident of 52 Botany Street to enter and exit their garage.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC90/22.6	Bass Street, KINGSFORD (M), (D04517160-AY) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 22 Bass Street, Kingsford, once eligibility is established.	Yes	To assist eligible mobility impaired residents park close to their property.
TC90/22.7	Boyce Road, MAROUBRA (M), (D04566570-AY) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 222 Boyce Road, Maroubra, once eligibility is established	Yes	To assist eligible mobility impaired residents park close to their property.
TC90/22.8	Dampier Street / Forrest Street / Macquarie Street CHIFLEY (M), (D04566661-AY) (AD)	Install statutory 10m No Stopping C3 yellow line markings on all four corners of the intersection of Dampier Street / Forrest Street / Macquarie Street, Chifley.	Yes	To prevent illegal parking and improve safe sight distance.
TC90/22.9	Marine Parade, MAROUBRA (M) (D04566096-RM) (AD)	Remove the 5m No Stopping zone on the southern side of Marine Parade, opposite to no.68 Marine Parade, Maroubra.	Yes	To improve street aesthetics by reducing signage clutter in a short distance.
TC90/22.10	Sackville Street, MAROUBRA (M) (D04359045-RM) (AD)	Mark a silhouette of a motorcycle image in the 2.7m space between the driveways of no.64 and no.66 Sackville Street, Maroubra.	Yes	To assist in preventing cars parking in small spaces obstructing driveway access for the residents. (It is noted that this proposal is unenforceable)
TC90/22.11	Sackville Street, MAROUBRA (M) (D04359045-RM) (AD)	Remove a 2.7m P Motor Bikes Only zone directly in front of 66 Sackville Street, and between both driveways of 64 Sackville Street, Maroubra.	Yes	To improve street aesthetics by reducing signage clutter in a short distance.
TC90/22.12	Silver Street carpark RANDWICK (C) (D04594190-TL) (AD)	Expand the existing 'No Parking, Electric Vehicles Excepted Only While Charging' zone by 2.5 metres easterly (one parking space) at the Silver Street carpark, Randwick.	Yes	Existing single space (on the north side of Silver St carpark) is being well-utilised.

Item No	Location	Issue Request	Recommend Approval?	Comments
TC90/22.13	Des Renford Leisure Centre carpark (off Robey Street) MAROUBRA (M) (D04594190 -TL) (AD)	Expand the existing 'No Parking, Electric Vehicles Excepted Only While Charging' zone by 2.5 metres westerly (one parking space) at the Des Renford Leisure Centre carpark (off Robey Street), Maroubra.	Yes	Existing single space (on the south side of the carpark) is being well-utilised.

### 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.

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**Responsible officer:** Jai Sue, Administrative Support - City Services

**File Reference:** F2014/00528

## Traffic Committee Report No. TC91/22

**Subject: Works Zone - Installation and Removal of Signage - June 2022 (C, H & M)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.91	F2005/00521	Signage	Works Zone	LB	Yes

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

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

### Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
<b>INSTALLATION</b>						
1.	Dolphin Street, RANDWICK (C)	N	12	230A Carrington Road	Unrestricted	LA/238/2022 DA/23/2019 D04516870-DK (AD)
2.	Glebe Street, RANDWICK (C)	W	15	30-32 Glebe Street	Unrestricted	LA/420/2022 D04581884-DA(AD)
3.	Mulwarree Avenue, RANDWICK (C)	E	18	17 Mulwarree Avenue	Unrestricted	LA/332/2022 D04565620-RM (AD)
4.	Todman Avenue, KENSINGTON (H)	S	12	157 Todman Avenue	Unrestricted	LA/376/2022 D04563020-DA(AD)
5.	Bunnerong Road* KINGSFORD (M) * State Road	E	27	391-397A Anzac Parade* and 17 Bunnerong Road*	Unrestricted	DA/311/2020 D04518671-DK (AD)
6.	Yorktown Parade, MAROUBRA (M)	N	12	4 Yorktown Parade	Unrestricted	DA/360/2021 D04516376-DK (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.

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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 reinstated 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.

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**Responsible officer:** Jai Sue, Administrative Support - City Services

**File Reference:** F2005/00521

## Traffic Committee Report No. TC92/22

### Subject: Parking Control Signage at Intersections - No Stopping - June 2022 (C & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.06.92	F2008/00166	Signage, Parking	No Stopping	AY	Yes

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

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

Item No.	Street	Suburb	Side	Dist.	Direction	Of	References / Comments
1.	Mount Lane	Coogee (C)	West	10m	South	Powell Lane	D04547782-AY (AD)
2.	Power Lane	Randwick (C)	North and south	10m	East	Castle Lane	Install C3 yellow line marking D04575713-DA (AD)
3.	Raleigh Street	Coogee (C)	West	Extend 5m	North	Alison Road	D04570365-AY (AD) Due to the construction of a driveway at 2 Raleigh street, Coogee
4.	French Street	Maroubra (M)	West	10m	South	Maroubra Road	D04493738-AY (AD)
5.	French Street	Maroubra (M)	East	10m	South	Maroubra Road	D04493738-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.

**Responsible officer:** Jai Sue, Administrative Support - City Services

**File Reference:** F2008/00166

## Traffic Committee Report No. TC93/22

**Subject: Transport for NSW (TfNSW) Funded Project Status - June 2022 (C, H & M)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.06.93	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 has been finalised and implementation will occur through June 2022.
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 and is functioning well.
P.0069760.01	Anzac Pde at Franklin Street (southern intersections), Matraville - Signalise multi-carriageway intersection	FSRSPSZ	\$1,300,000	TfNSW has given Approval in Principle of the early design stage. Further design development continues.
P.0069754.07	Perouse Road (at Aeolia Street), Randwick - Raise existing pedestrian crossing, create wombat crossing	FSRSPSZ	\$150,000	This device has now been installed. Some very minor works still to be done.
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	This device has been installed and is functioning well.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0069754.09	Rainbow Street (at Ellen Street and Hendy Avenue), Coogee - Install one pedestrian refuge and a separate footpath extension.	FSRSPSZ	\$160,000	<u>Rainbow/Ellen:</u> The agreed design option has been released for implementation. This device will be installed in June 2022.  <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 now 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 now been installed and is functioning well.
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 and is functioning well.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.14	Oberon Street & Higgs Street, Coogee - Install kerb nibs	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.15	Bream Street (at Mount Street), Coogee – Raised pedestrian crossing.	FSRSPSZ	\$100,000	The agreed design option has been released for implementation. This device will be installed in June 2022.
P.0069754.16	Arden Street, just south of Bream Street - Install pedestrian refuge.	FSRSPSZ	\$80,000	This device has now been installed and is functioning well.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0069754.17	Chepstow Street (at Stanley Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.18	Carter Street (at Avoca Street), Randwick – Install continuous footpath treatment	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed and is functioning well.

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

### Resourcing Strategy implications

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

### Recommendation

That the information be received.

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2021/00209