



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 12 JULY 2022 AT 9:30AM

Traffic Committee

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

Acknowledgement of Country

Council's Manager Integrated Transport, Tony Lehmann, acknowledged the lands upon which this meeting is being held:

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

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

Participants:

Mr Tony Lehmann	Randwick City Council (Chairperson)
Mr Anwar Subel	Transport for NSW (TfNSW)
Cr Michael Olive	Councillor (East Ward) - Traffic Committee Delegate
Cr Bill Burst	Councillor (South Ward)
Cr Kathy Neilson	Councillor (North Ward)
Mr Van Le	Transport for NSW (TfNSW)
Ms Kate Lewis	Transport for NSW (TfNSW)
Ms Angela Greenlees	Transport for NSW (TfNSW)
Mr Bushara Gidiess	Transdev John Holland
Mr Rino Mucciacciaro	Transdev John Holland
Ms Helen Fragakis	South Eastern Sydney LHD (POWH)
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident

Mr Sri Sritharan, Mr Reza Ahmed, Mr Ali Yassine, Mr Jesse Grazotis and Mr Chris Saunders - Randwick City Council

Apologies

Apologies were received from

- Const. Hugo Pezotti Eastern Beaches Police
- Representative for the Member for Heffron
- Representative for the Member for Maroubra
- Representative for the Member for Coogee
- Councillor Phillipa Veitch (West Ward)

Matters Arising from the Minutes OR from Council Resolutions

Nil

Declarations of Pecuniary and Non-Pecuniary Interests

Nil

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

TC96/22 Traffic Committee Report - Bundock Street, Randwick (C) (F2004/07233)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.07.96	D04582598	Road Safety	Intersection	TL	Yes

At the last meeting of the Traffic Committee, it was recommended:

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 intersection, to address the local community's road safety concerns.

With regard to Recommendation 2, the following observations are made about the existing intersection:

- a) There are minimal visual cues alerting Bundock Street motorists, that they are approaching an intersection.
- b) Whilst there are two luminaires at the intersection, they are orientated only toward the north-west corner of the intersection, with the next closest Bundock Street luminaire being positioned some 30 metres further to the east.

Bundock Street, from Avoca Street through to Hendy Avenue, is characterised by way of a single broken centreline along this 800-metre length of roadway. There currently are no visual road markings indicating changed conditions. Therefore, regarding item (a) above, it is proposed to install 20 metres of double-centrelines, together with Raised Reflective Pavement Markers (RRPMs), along Bundock Street, on both the eastern and western approaches to the Canberra Street intersection and the Ellen Street intersection. Additionally, it is proposed to install 20 metres of double-centrelines in Bundock Street, upon the eastern approach to Avoca Street and upon the western approach to Hendy Avenue. This will provide a superior visual cue for all Bundock Street motorists, as they approach these intersections. The double centrelines will indicate to motorists that this is an area different to the rest of the full length of Bundock Street. Motorists will 'expect' different conditions. Furthermore, centrelines introduce better 'lane-discipline' for motorists turning in or out of the side streets. It guides them better, particularly as they execute right turns, reducing the frequency of higher speed 'corner-cutting'.

To address the lighting levels at the Bundock Street / Canberra Street intersection, the Council has approached Ausgrid, seeking a lighting assessment of the intersection. This assessment will identify any problems with lighting at the intersection and will likely propose recommended upgrades to the lighting. Ausgrid's recommendations will be reviewed and will be considered for implementation.

Submissions

At the time of preparation of the previous Traffic Committee Agenda papers, a 17-page submission regarding Bundock Street was received from a resident suggesting a number of options. Subsequently, the Council received submissions from numerous other residents regarding Bundock Street. The Council was requested to address the issues raised. Many of these submissions contained very similar wording, expressing identical concerns about Bundock Street and suggested the same traffic control options. Following, is a document summarising each of the submissions, relating to this matter, received by the Council over the last month. This summary has an indication of the date when the submission was received, the council correspondence tracking number, the correspondents' initials, the likely location of the correspondent and an indication of each of the issues raised by the submitter.

1. Request for a Roundabout

The option of specific treatments at the Bundock Street / Canberra Street intersection is addressed under the section entitled 'The Defence Site' below.

2. Bundock Street Speeding

As detailed at the previous meeting of this Committee, 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 has informed Eastern Beaches Local Area Police Command of the days and times when speeds may be considered most problematic. The Council data supplied to the Highway Patrol, will enable Police to target specific times for the most effective enforcement.

3. Install raised pedestrian crossings

There are currently no dwellings on the southern side of Bundock Street, from Avoca Street to no.101 Bundock Street - just east of the Ellen Street intersection. And, there are principally only three, limited, pedestrian traffic generators on the southern side of this part of Bundock Street:

- Defence personnel accessing the small, secure access, pedestrian gate opposite Canberra Street
- Passengers utilising the, 20 to 30 minute frequency, Route 356 bus service which travels between Eastgardens and Bondi Junction
- People accessing parked cars

(It should be noted that the southern footpath ceases west of Canberra Street)

Given other sites within the Randwick LGA, which have greater pedestrian volumes, it is considered that the low pedestrian volumes crossing Bundock Street do not warrant the installation of raised platform traffic devices.

4. Increase No Stopping at the subject intersection

Currently, the No Stopping parking control on the north side of Bundock Street, east of Canberra Street is 10 metres long, meeting the statutory requirements at unsignalised intersections. However, given the concerns raised by numerous community members, it is considered that this length of No Stopping control should be extended further east, by an additional 10 metres.

The No Stopping parking control on the north side of Bundock Street, west of Canberra Street is currently some 20 metres long (exceeding the statutory requirements by ten metres). It is recommended that this parking controls remain as existing. Note, however, that another option to possibly improve sightlines at this intersection is dealt with in response to item (11).

5. Safety concerns at subject site

The most recently available crash data indicates that there have been two crashes reported at the subject site in the five years through to 30 September, 2021:

Crash No.1:

At 6:17pm on Thursday 14th May, 2020, a 22 year old male, from the Campbelltown / Appin area, was driving a car - on his own - westerly along Bundock Street, when the vehicle veered left off the carriageway and collided into a small trailer parked at the Canberra Street intersection. The sealed surface was dry and the road has a straight alignment; there was no particular safety hazard evident and no temporary traffic control was in place. It was dusk and the sky was overcast. The crash did not occur during school travel times. However, the crash did result in one injury and the car, which did not catch fire, was towed away. No pedestrians, pedal cyclist or motorcyclists were involved in the crash and the crash was not determined as being related to excessive speed nor fatigue. Also, the crash was not related to brake failure or fault, steering failure or fault, tyre failure or fault (blow out or thrown tread), tyre tread smooth, wheel, axle or suspension failure or fault, towing or coupling fault or separation, headlamp failure or fault, rear lamp or clearance lamp failure or fault, vehicle with insecure or projecting load, vehicle overloaded, or any other vehicle equipment failure or fault

Crash No.2

At 3:00 on Sunday 21 June, 2020, a 19 year old male, from the Coogee area, was driving a light truck – with one passenger – easterly along Bundock Street, when he collided with the rear-end of a stationery car, at the Canberra Street intersection. The sealed surface was dry and the road has a straight alignment; there was no particular safety hazard evident and no temporary traffic control was in place. The weather was fine and the crash occurred in daylight. The crash did not occur during school travel times. However, the crash did result in one injury and the two vehicles, neither of which caught fire, were not towed away. No pedestrians, pedal cyclist or motorcyclists were involved in the crash and the crash was not determined as being related to excessive speed nor fatigue. Also, the crash was not related to brake failure or fault,

steering failure or fault, tyre failure or fault (blow out or thrown tread), tyre tread smooth, wheel, axle or suspension failure or fault, towing or coupling fault or separation, headlamp failure or fault, rear lamp or clearance lamp failure or fault, vehicle with insecure or projecting load, vehicle overloaded, or any other vehicle equipment failure or fault

The TfNSW data (partially detailed in the above descriptions) 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.

In addition to the crashes recorded in the TfNSW database, local residents have indicated that additional crashes have occurred at or near to the Bundock / Canberra intersection. The specific details of these other unreported incidents are unknown. The manoeuvres occurring at the time and the specific causes of these other crashes are also unknown. Accordingly, it is very difficult to understand what actually happened to cause these unreported crashes and it is also not possible to propose specific treatments to address these unrecorded crashes. Randwick Council is currently seeking clarification from TfNSW and the Police on the processes / protocols for the reporting / recording of vehicle crashes within the LGA.

6. Install smart / static speed signs

In all NSW urban areas, unless signage states otherwise, the speed limit is always 50km/h. Council officers are currently exploring a number of options to remind motorists that the general urban speed limit is 50km/h. These options will likely include the regular use of static signage at specific locations and also the use of smart electronic signage. One of these specific locations will be Bundock Street.

7. Bundock Street lighting – especially at the Canberra Street intersection

As detailed earlier in this report, the Council has approached Ausgrid, seeking a lighting assessment of the intersection. This assessment will identify any problems with lighting at the intersection and will likely propose recommended upgrades to the lighting. Ausgrid's recommendations will be reviewed and will be considered for implementation.

Additionally, a review of lighting along the western section of Bundock Street will also be undertaken, in conjunction with Council's tree management / streetscape team.

8. Large volume through traffic

Bundock Street and Canberra Street are not 'quiet local streets'. They each perform the functional classification of a Collector Road, as they connect the local road system to the sub-arterial and arterial road system. Accordingly, as local residents, and others, move around these areas they will usually utilise these collector roads to access the arterial / sub-arterial road system (Avoca Street / Rainbow Street) or to reach their final local destinations.

9. Non-reported crashes

As detailed within item (5), Randwick Council is currently seeking clarification from TfNSW and the Police on the processes / protocols for the reporting / recording of vehicle crashes within the LGA.

10. Safety concerns crossing Bundock

The option of specific pedestrian treatments along Bundock Street is addressed under the section entitled 'The Defence Site' below.

11. Sightlines emerging from Canberra

The Council will investigate the appropriateness of installing kerb nibs on the north side of Bundock Street, either side of Canberra Street. If such kerb nibs are able to be installed, the opportunity would then exist to bring further south the hold-line of the priority control. Sight distance treatments often involve moving forward the hold-line linemarking on the road with kerb extensions. This treatment can improve cross traffic type crashes as it would bring the Canberra Street motorists further out into the intersection – affording superior sightlines east and west along Bundock Street.

The design challenge with this proposal, exacerbated by the narrowness of Bundock Street, is the need to accommodate the swept path clearance of larger vehicles – especially buses. If Canberra Street cars are ‘propped’ further out into the intersection, waiting to turn right, they may block the movement of Bundock Street buses turning right into Canberra Street. This proposal has been referred to Council’s design team to undertake a land survey so as to assess the swept path consequences of this proposal.

12. Install pedestrian refuge/s

The option of specific pedestrian treatments along Bundock Street is addressed under the section entitled ‘The Defence Site’ below.

13. Install speed cameras

The Council has no authority to install speed cameras. This authority rests with TfNSW. Generally, TfNSW does not install speed cameras on roads such as Bundock Street. Nevertheless, the Council has raised this option with our TfNSW representative, with a request that the installation of speed cameras along Bundock Street be investigated.

14. Install some form of traffic device

As detailed within these comments, the Council is proposing a number of traffic devices for Bundock Street.

15. Long term parking upon Bundock St

Notwithstanding statutory or signposted parking controls, vehicles can remain parked indefinitely upon public roads whilst ever they remain registered. Extended parking of trailers alongside the Defence site has been addressed with recently installed part-time, qualified, No Parking signage.

16. Install 2 or 3 Bundock roundabouts

The option of specific treatments along Bundock Street is addressed under the section entitled ‘The Defence Site’ below.

17. Bike riders' safety

The Council has approved the construction of a two-way cycleway from Malabar Road, along Bundock Street, left/right at Avoca Street and into Sturt Street. This will provide a direct cycleway link from South Coogee to Kingsford, so that riders could access the light rail service to the city, or access the northbound Kingsford to Centennial Park cycleway (currently under construction) or the proposed southbound Anzac Parade cycleway (design soon to commence).

The Council continues to make funding applications to TfNSW, under the relevant programs, for funding to implement the South Coogee to Kingsford cycleway.

18. Cars parked within subject site (Bundock/Canberra intersection)

The recent installation of No Parking controls on the south side of Bundock Street, opposite Canberra Street, has addressed this issue.

19. Pedestrian refuges with new roundabout

Generally, any new roundabout proposed would incorporate splitter islands which meet the design criteria of pedestrian refuges. With some narrower streets this may not always be possible, on all approaches – given the swept path clearance requirements of larger vehicles (e.g., buses, garbage trucks, fire engines etc.).

20. Don't install speed humps

Generally, the Council chooses to not install vertical deflection devices upon residential streets, due to noise intrusion considerations.

21. Request Police enforcement

See comment (2)

22. Traffic congestion at subject site

Occasionally, during some peak periods (and sometimes on weekends), there can be some localised congestion at the Bundock Street / Canberra Street intersection. Such congestion generally clears up within a short period of time.

23. Crossing device at Hendy Avenue

The option of installing crossing devices along Bundock Street is addressed under the section entitled 'The Defence Site' below.

24. Do Nothing, is not an option

This view is noted. The Council has definite proposals detailed.

The Defence Site

Relevant to traffic management considerations for Bundock St is the future housing development recently announced by the Department of Defence. The 'Defence Site' site extends from Avoca Street easterly to no.101 Bundock Street. A significant proportion of this land has long been identified by Defence for residential development. In September 2001, the Defence Department submitted to the Council a draft master plan of the site. Following extensive consultation, notified by way of local newspaper advertisements, direct notification of nearby local residents and the notification of relevant precinct committees and community groups, an open day was held at the Randwick Community Centre to discuss the proposal. This community consultation process elicited more than 300 submissions from community members. Ultimately, the master plan for the Defence Site land was formally considered by the Council and adopted at its meeting held on 13 November, 2001.

Subsequently, the requirements and elements of this 2001 master plan were incorporated into Randwick Council's 2013 'Comprehensive Development Control Plan (2013) - Specific Sites - E1 Bundock Street, Randwick' plan.

Recently, Council received preliminary information from the Department of Defence regarding two projects; to provide housing for Australian Defence force members on part of the site. Defence has met with Council officers and has advised that the existing Masterplan contained in the Randwick DCP 2013 will guide future planning on the site including environmentally sustainable design, high quality architecture, landscaping, built form, building height and scale.

Clause 5.5 of this Development Control Plan (DCP) states that, as a consequence of development on the land to which this DCP relates, or to overcome existing problems in the surrounding road network, there may be a need for off-site traffic management works. Based on the master plan for the Defence Site, Figure 16 of the DCP (shown on the following page) details the staging for off-site traffic management improvement devices and controls for development, in accordance with the Staging Plan for development within the site. The objective of Clause 5.5 is to ensure that any required off-site traffic management controls are in place prior to development taking place.

Defence is currently preparing technical studies to ensure key issues such as biodiversity, access, layout, infrastructure, traffic management, contamination and land uses are adequately investigated and appropriately addressed as part of the planning process. Once finalised, studies will be provided to Council for review and will be shared with the community. At this stage Council does not have any formal proposal from Defence and has no defined timelines for implementation. However, as part of the process, the Council will seek a review of the original traffic study, and of the proposed traffic management improvements, in order to ascertain if the originally suggested controls and proposed improvements (including elements along Bundock Street) are still appropriate and supported - in light of the upcoming Defence housing proposals.

Bundock Street, Randwick

E1

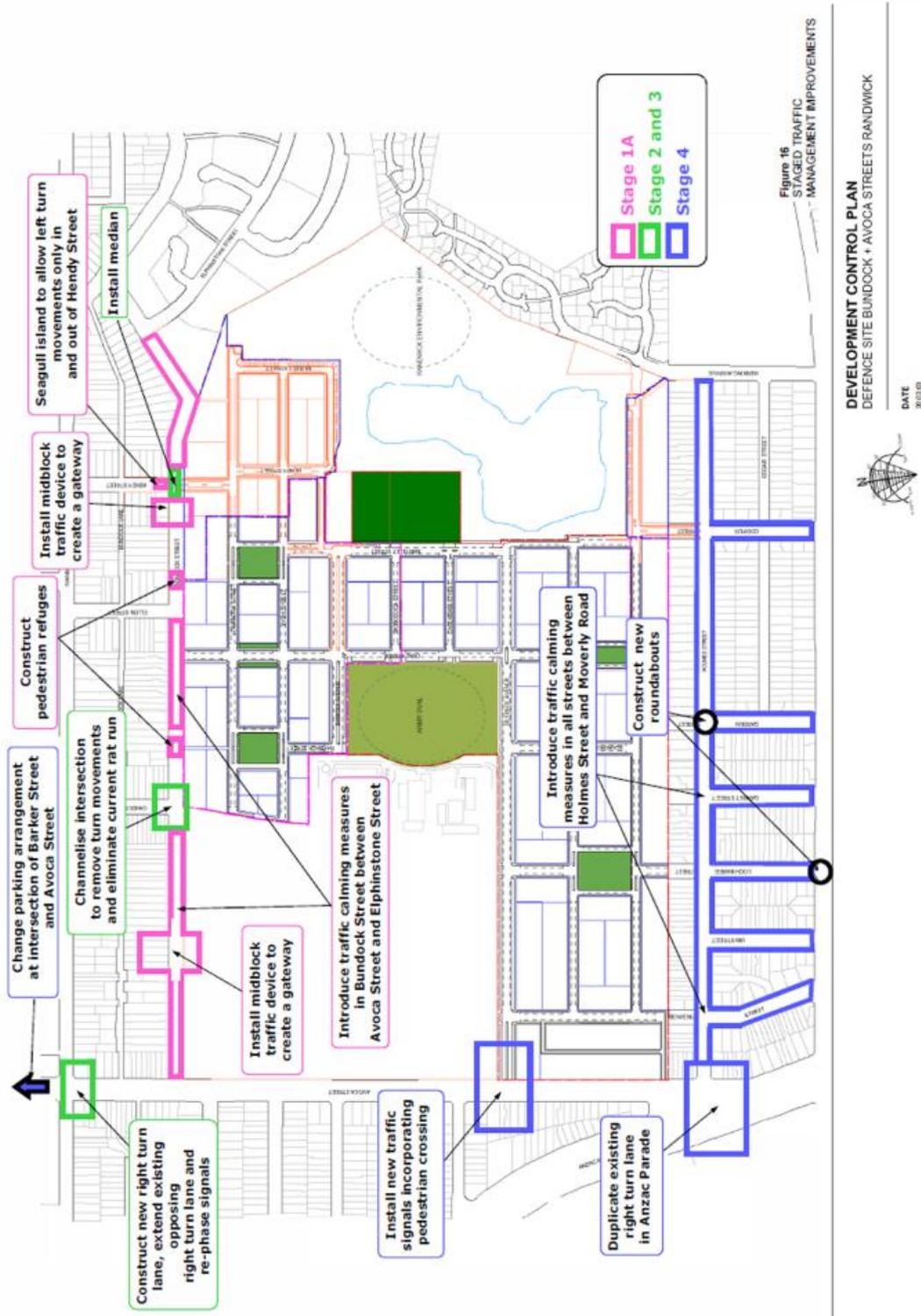


Figure 16 Staged Traffic Management Improvements

Extract from Randwick Council's 'Comprehensive Development Control Plan (2013) - Specific Sites - E1 Bundock Street, Randwick showing Figure 16 – Staged Traffic Management Improvements

Mr Ryan (resident) informed the Committee that he had recently had a meeting with Randwick Council's General Manager, the Director of City Services and the Manager Integrated Transport, to discuss various options to improve safety along Bundock Street. Mr Ryan wished to express his gratitude to the General Manager and to the Council for this meeting. He also acknowledged the detailed analysis provided within the Bundock Street Traffic Committee report and passed on his thanks to Mr Lehmann, and his staff, for the effort involved. He further stated that this report has been a great help for residents to be able to read and understand the various traffic issues in the local area. Mr Ryan acknowledged that, following the recent meeting with the General Manager, the installation of a roundabout is not appropriate for the Bundock Street / Canberra Street intersection, at this stage.

Mr Ryan also relayed his understanding that, at the meeting with Council's General Manager, it was considered that if the Defence housing proposal did not proceed, the issue of implementation of traffic controls along Bundock Street would be put to the Council for consideration.

Resourcing Strategy implications

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

Recommendation

That:

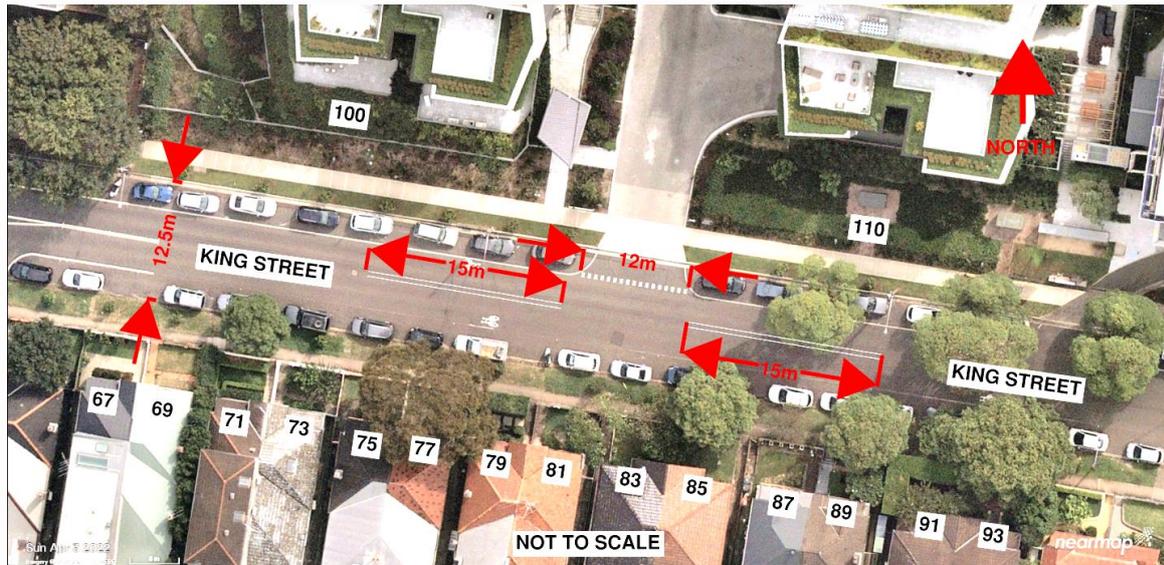
- a) Twenty metres of double centreline, together with Raised Reflective Pavement Markers (RRPMs), be installed along Bundock Street, on both the eastern and western approaches to the Canberra Street intersection and the Ellen Street intersection.
- b) Twenty metres of double centreline be installed in Bundock Street, together with RRPMs, upon the eastern approach to Avoca Street
- c) Twenty metres of double centreline be installed in Bundock Street, together with RRPMs, upon the western approach to Hendy Avenue
- d) It be noted that the Council has approached Ausgrid, seeking a lighting assessment of the Bundock Street / Canberra Street intersection.
- e) The existing ten metres of signposted No Stopping control, on the northern side of Bundock Street, east of Canberra Street, be extended further easterly by an additional ten metres.
- f) It is noted that Council officers are currently exploring a number of options to remind motorists that the general urban speed limit is 50km/h.
- g) It is noted that the Council will investigate the appropriateness of installing kerb nibs on the north side of Bundock Street, either side of Canberra Street, and of bringing further south the hold line of the priority control.
- h) It is noted that the Council has raised, with the TfNSW representative, a request that the installation of speed cameras along Bundock Street be investigated.
- i) With regard to the Defence Site, it is noted that the Council will seek a review of the original traffic study, and of the proposed traffic management improvements, in order to ascertain if the suggested controls and proposed improvements (including elements along Bundock Street) are still appropriate and supported, in light of the current Defence housing proposals.

TC97/22 Traffic Committee Report - King Street, Randwick (C) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.97	D04552039 & D04517297	Linemarking	Double Separation Lines	RM	Yes

Concerns have been raised by the representative from the retirement village, M by Montefiore, about the road safety conditions for clients, staff and visitors egressing from the main driveway at 100 King Street, Randwick. It has been suggested that improvements are required to address these concerns.

To address these concerns, it is considered that additional linemarking be installed. Installing broken lines and double BB separation centre lines will increase awareness of this demanding driveway and provide clearer entry/exit.

**Resourcing Strategy implications**

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

Recommendation

That:

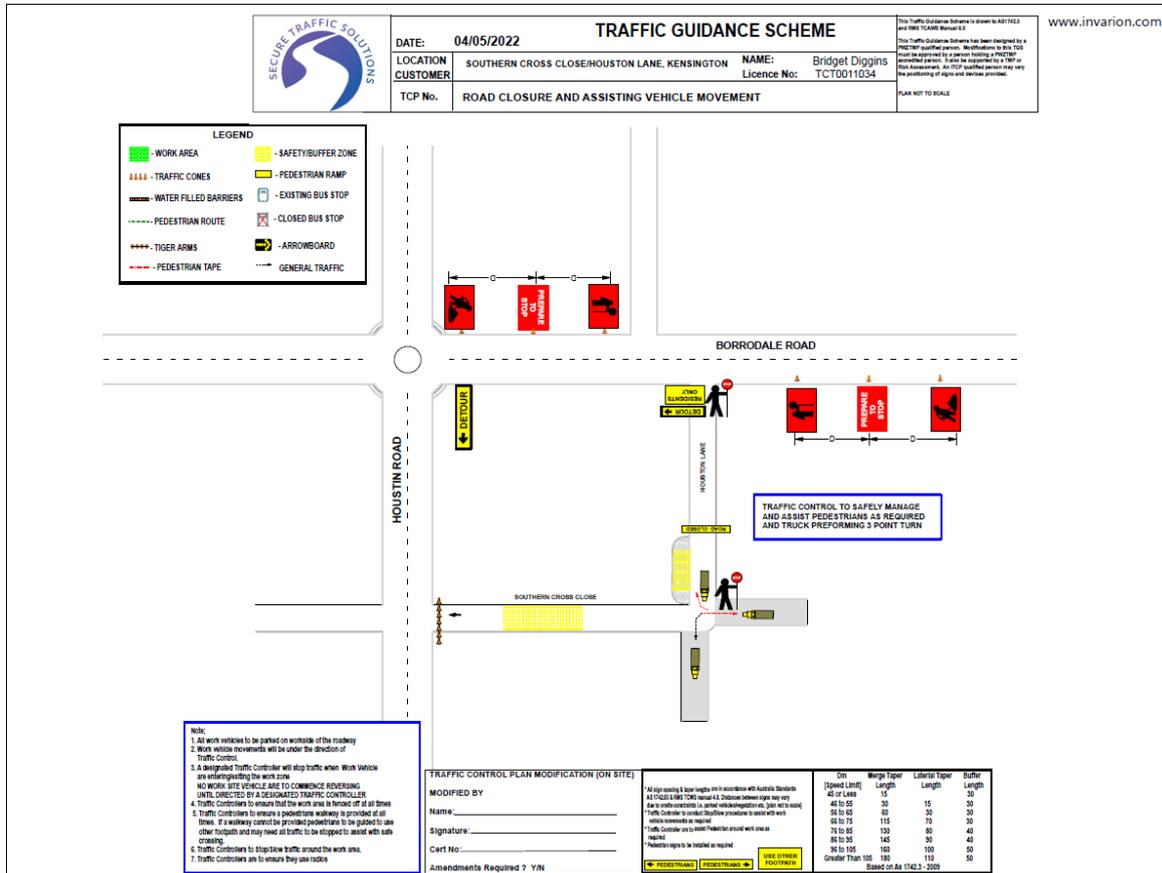
1. 12 metres broken lines be installed on the northern side of King Street, between the parallel parking edge lines;
2. 15 metres of double separation centre lines be installed in King Street, immediately east and west of the edge of the driveway at 100 King Street, Randwick; and
3. The person who raised these road safety concerns be notified about this approval.

TC98/22 Traffic Committee Report - Southern Cross Close, Kingsford (H) (F2009/00454)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.98	D04600994	Event	Road Closure - Temporary	RM	Yes

In the previous meeting of this Committee, there was no objection to item TC87/22 (2022.06.87) regarding the Indonesian Presbyterian Church request for Council to temporarily close the vehicular traffic part of Southern Cross Close, Kingsford, between Houston Lane and Houston Road on Saturday, 6th of August 2022 from 8am to 6pm.

The Church has moved the event to Saturday, 3rd of September 2022 with the same times from 8am to 6pm to accommodate the church's proposed open day street fair which will run from 10am to 4pm. The church has consulted with the local residents and businesses that use Houston Lane and Southern Cross Close. The church has prepared a traffic management plan for the event. The traffic control plan from the 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.



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, 3rd of September 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.

TC99/22 Traffic Committee Report - Bilga Crescent, Malabar - Speed and Volume (M) (F2022/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.99	D04590585	Road Safety	Speed and volume	DA	Yes

Following receipt of resident concerns, about the speed of vehicles travelling along Bilga Crescent Street between Byna Street and Calga Avenue near Ella Reserve, Malabar, traffic surveys were commissioned on 2 June, 2022, for a seven-day period.

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

Bilga Crescent At the vicinity of 42 Bilga Crescent		Direction of Travel		
		Both Directions	South-Eastbound	North-Westbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	829	365	464
	7 Day Average	812	358	454
Excess speed % Per Day	% Per Day > 60Kph	2.2	2.1	2.3
	% Per Day > 50km/h	24.6	26.4	23.2
Speeds : (km/h)	85 th Percentile	54	54	54
	Average	45	46	45

This traffic surveys indicates that the speeds occurring along Bilga Crescent are not high for such a location. However, given the % of vehicles are exceeding 50 km/h is quite high, therefore, it is considered that the count data be forwarded to NSW Highway patrol for enforcement.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The results of the traffic surveys for Bilga Crescent, Malabar, undertaken in June, 2022, be noted;
2. The traffic count data be forwarded to NSW Highway Patrol for appropriate action; and
3. The person who raised concerns about this matter be informed of the results.

TC100/22 Traffic Committee Report - Elaroo Avenue, Phillip Bay (M) (F2004/06183)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.100	D04327925	Traffic Device	Speed Humps	DA	Ye

Given the continued poor behaviour by some motorists as they travel along Elaroo Avenue, it was recommended at the August 2021 Traffic Committee meeting, to consult the community about the possible installation of temporary speed humps (similar to the Yarra Road trial speed humps) on a trial basis for six months.

When Council surveyed the Elaroo Avenue residents in June 2021, there was a slight majority support for speed humps, however, a significant majority voted against the installation of the speed humps "in front of their residence". Based on the voting preferences received, a proposed new layout of the trial speed humps was drawn up, endorsed for

consultation at the October 2021 Traffic Committee meeting and released for resident comments in November 2021.

The new survey asked residents about their opinion about installation (or not) of the speed humps at the locations as indicated on the plan.



LAYOUT PLAN OF THE PORPOSED SPEED HUMP LOCATIONS

Of the 50, or so, surveys distributed along Elaroo Avenue, 23 were returned. Of the 23 responses received, 12 (52%) respondents supported installation of speed humps and 11 (48%) did not support the installation of speed humps.

As part of the survey, Elaroo Avenue residents were asked the following question:

“Do you support the installation of speed humps outside your premises?”

8 (35%) respondents said “Yes” and 15 (65%) respondents said “No”.

Following is a summary of the Elaroo Avenue survey results:

Residents Survey – 23 responses received	Yes	No
In favour of the speed humps	12 (52%)	11 (48%)
In front of the respondent’s house	8 (35%)	15 (65%)

Despite marginal majority support for the implementation of the proposal, it is proposed to install temporary single lane speed humps in Elaroo Avenue, Phillip Bay. It is suggested that these temporary devices (similar to the trial devices utilised previously in Yarra Road) be installed prior to summer – in an attempt to manage poor driving behaviour. Following summer, the Council will re-survey the residents to ascertain if they would support the making permanent of speed control devices in Elaroo Avenue.

Resourcing Strategy implications

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

Recommendation

That:

1. Based on the outcomes of the community consultation undertaken, it is recommended to proceed with the installation of 'Yarra Road-style' temporary speed humps in Elaroo Avenue, Phillip Bay; and
2. The Elaroo Avenue residents be notified of the outcome of the survey and be advised that Council will re-survey the community again after the 2022/2023 summer to ascertain the community's views about the installation of permanent speed control devices in their street.

TC101/22 Traffic Committee Report - Maroubra Road, Maroubra - Bus Zone (M) (F2004/08393)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.07.101	D04514764	Signage Parking	Bus Zone	AY	Yes

Road safety concerns have been raised with the Council, by residents of 422-424 Maroubra Road, Maroubra, about the lack of sight distance caused by on-street parking adjacent to this property.

Due to local topography, coupled with the parking of cars adjacent to the driveway, it is difficult for residents to get a clear view of oncoming traffic as they drive out of the property.

To improve sightlines, Council has proposed to relocate the existing bus zone on the northern side of Maroubra Road, 25m easterly. This would maximise sightlines when looking toward the crest on Maroubra Road at most times. Occasionally, when a bus is stopped, the view would be compromised. However, the buses stop for only very short periods and, when they move off, the maximised sightlines would again be available.

The proposal will have minor impacts on local parking resulting in a net loss of one on-street parking space.

Council has conducted a survey with the residents of nos 418-420 and 422-424 Maroubra Road, Maroubra, in order to understand the views of the residents. The survey invited residents to decide whether they supported the relocation of the bus zone. The outcome of the survey will be conveyed at the Traffic Committee meeting.

A concept design is shown below



Mr Gidiess (TJH) indicated that there may be operational difficulties with regard to the proposed relocation of the Bus Zone. In particular, he raised concerns about the location of the existing tree along this section of footpath; possibly causing egress issues for bus passengers. Mr Le (TfNSW) mentioned concerns about the grassed area at the new location – re DDA compliance – and also that the new location would place the bus stop upon a section of roadway with greater longitudinal fall; causing possible access difficulties for mobility impaired passengers.

Mr Lehmann acknowledged each of these concerns and suggested that, at this time, this matter be deferred, pending further investigations. The Committee endorsed this approach.

Resourcing Strategy implications

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

Recommendation

That, no action be taken at this time, pending further investigations.

TC102/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - July 2022 (C, H & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.102	F2004/06136	Signage Parking	2P, 8am-6pm, Motor Bikes Only	DA	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC102/22.1	Brook Street, COOGEE (C) (D04590491-DA) (AD)	Reduce the "½P, 8am-6pm located on the western side of Brook Street some 16m south of Coogee Bay Road by 5.5m southerly and install "2P, 8am-6pm, Motor Bikes Only" parking at this location	Yes	To provide more motorcycle parking at the vicinity of Coogee Bay Road and Brook Street intersection.
TC102/22.2	Cook Street, RANDWICK (C) (D04603894-AY) (AD)	Extend the No Stopping zone on the east side of Cook Street, 15m south of Frances Street, Randwick, by additional 16.5m.	Yes	To prevent vehicles from blocking the driveway of 9 Frances Street, Randwick
TC102/22.3	Ellen Street, RANDWICK (C) (D04529295-AY) (AD)	Install 30m, No Stopping C3 yellow line markings around the north end of the cul-de-sac at Ellen Street, Randwick	Yes	To prevent illegal parking and allow vehicles to safely manoeuvre around the intersection.
TC102/22.4	Kurrawa Avenue, COOGEE (C) (D04495965-AY) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 15 Kurrawa Avenue, Coogee.	Yes	To assist eligible mobility Impaired residents park close to their property.
TC102/22.5	Lowe Street, CLOVELLY (C) (D04484378-AY) (AD)	Install "No Parking Wednesday 7am-12pm" on the west side of Lowe Street, Clovelly, beginning adjacent to the driveway of 9 Melrose Parade, extending 65m south.	Yes	To allow for waste collection vehicles to safely manoeuvre into Lowe Street, Clovelly.
TC102/22.6	Stark Street, COOGEE (C) (D04503968-AY) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 1 Stark Street, Coogee.	Yes	Applicant no longer resides at this address.
TC102/22.7	Willis Lane, KINGSFORD (H) (D04539555-AY) (AD)	Install "No Parking" sign on the east side of Willis Lane opposite to 57 Forsyth Street, Kingsford.	Yes	To allow for resident to safely manoeuvre in and out of off-street parking space.

TC102/22.8	Knox Street, CLOVELLY (C) (D04605916-AY) (AD)	Extend the No Stopping zone on the east side of Knox Street, Clovelly, 10m north of Brandon Street by an additional 3m.	Yes	To allow access to driveway of 7 Knox Street, Clovelly
TC102/22.9	Yarra Road, PHILLIP BAY (M) (D04612795-AY) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 1A Yarra Road, Phillip Bay	Yes	MIPPS is no longer required
TC102/22.10	Perouse Road, RANDWICK (C) (D04519713-DA) (AD)	Extend the existing resident parking "3P, 8:30am-10:00pm, Permits Holders Excepted, Area SP1" on the eastern side of Perouse Road in front of 139 Perouse Road by 11m southerly up to the ELP MA09563	Yes	To allow permits holders to park near their residence
TC102/22.11	Rae Street, RANDWICK (C) (D04608565-RM) (AD)	Install 6m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 29 Rae Street, Randwick.	Yes	To assist eligible mobility impaired residents park close to their property.
TC102/22.12	Rae Street, RANDWICK (C) (D04608565-RM) (AD)	Reduce existing 18m 2P 8am-8pm Mon-Sun Permit Holders Excepted Area RA2 on the northern side of Rae Street at the frontage of nos.27, 29 and 31 Rae Street by 6m east.	Yes	To allow the installation of the MIPPS addressed elsewhere in this table.
TC102/22.13	Dutruc Street, RANDWICK (C) (D04608565-RM) (AD)	Install 5.5m 2P 8am-8pm Mon-Sun Permit Holders Excepted Area RA2 on the eastern side of Dutruc Street adjacent to 25 Rae Street.	Yes	To keep the number of residential parking spaces in a close proximity after the installation of the MIPPS on Rae Street addressed elsewhere in this table.
TC102/22.14	Young Street, RANDWICK (C) (D04577190-DK) (AD)	Extend the existing No Stopping zone on the western side of Young Street, commencing 26m south of Fennelly Street, and terminating 30m southerly on Young Street, Randwick	Yes	As part of the construction traffic management plan conditions for DA/88/2017, in order to assist with the safe truck movements adjacent to the site.

TC102/22.15	Anzac Parade, MAROUBRA (M) (D04573582-RM) (AD)	Reduce existing 82m No Stopping on the eastern side of Anzac Parade by 23m south from the immediate north of the driveway at 1094-1118 Anzac Parade, Maroubra.	Yes	To allow the installation of a 23m No Parking zone addressed elsewhere in this table.
TC102/22.16	Anzac Parade, MAROUBRA (M) (D04573582-RM) (AD)	Install 23m No Parking on the eastern side of Anzac Parade from the immediate north of the driveway at 1094-1118 Anzac Parade to the immediate north of the driveway at 1120 Anzac Parade, Maroubra.	Yes	To allow members and visitors of the Auguang Maitreya Buddhist Temple to drop off and pick up passengers.
TC102/22.17	Bass Street / Sturt Street, KINGSFORD (M) (D04590514-AY)	Install statutory 10m No Stopping yellow line markings on the two corners of the intersection of Bass Street and Sturt Street, Kingsford.	Yes	To prevent illegal parking and improve safe sight distance.
TC102/22.18	Donovan Avenue. MAROUBRA (M) (D04525318-AY) (AD)	Relocate existing 30m "Bus Zone" on the North side of Donovan Avenue, adjacent to 42 Donovan Avenue, Maroubra, 6.7m west of the current location.	Yes	To allow for an on-street parking space in front of 42 Donovan Avenue, Maroubra.
TC102/22.19	Ireton Street, MALABAR (M) (D04593652-RM) (AD)	Install 11.5m 10 Minute Parking, 7am-9am, 4pm-7pm, Mon-Fri on the northern side of Ireton Street behind 1234-1236 Anzac Parade.	Yes	As part of the consent conditions for the subject of DA/729/16/A lodged by the local childcare centre.

Regarding Item 1 – Brook Street Motorcycle Parking, Councillor Olive advised the Committee that he endorsed this approach and he suggested that the Council should consider installation of additional Motorcycle Parking spaces throughout the LGA. Mr Lehmann responded stating that Council officers are reviewing parking arrangements in Council's commercial centres and that provision of Motor Bike Parking would be included within these reviews.

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.

TC101/22 Traffic Committee Report - Works Zone - Installation of Signage - July 2022 (C & H) (F2005/00521)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.07.103	F2005/00521	Signage	Works Zone	RM	Yes

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

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

Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	Arcadia Street, COOGEE (C)	S	14	31 Arcadia Street	2P 8am-8pm Permit Holders Excepted, Area CO1	LA/450/2022 D04578076-RM (AD) Relocate existing parking control to the frontage of 38 Arcadia Street.
2.	Southern Cross Close, KINGSFORD (H)	S	15	22 to 28 Gardeners Road	No Parking	LA/498/2021 & LA/555/2021 D04593576-RM (AD)

(Reference *NSW Road Rule 181*)

Resourcing Strategy implications

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

Recommendation

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

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.

TC104/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - July 2022 (C, H & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.104	F2008/00166	Signage, Parking	No Stopping	AY	Yes

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

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

Item No.	Street	Suburb	Side	Dist.	Direction	Of	Ref's and / or Comments
1.	Seaview Street	Clovelly (C)	North	15m	West	Douglas Street	D04592928-AY (AD)
2.	Apsley Lane	Kingsford (M)	West	15m	South	Anzac Parade	D04562893-DK (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.

TC105/22 Traffic Committee Report - Anzac Parade / Moverly Road, Maroubra (F2006/00235)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.105	D04628363	Pedestrian	Safety Concerns	TL	No

Notwithstanding the fact that Anzac Parade 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 TfNSW. It is noted that the TfNSW representative may be unable to endorse any recommendation arising out of this item.

Concerns have been raised by Lycée Condorcet - the International French School of Sydney, and by a number of parents associated with the School, about the safety of the Anzac Parade / Moverly Road / Snape Street intersection/s. These concerns particularly relate to the possibility of members of the school community being affected by crashes at this intersection. It is noted that the most recently available crash data indicates that, in the five years through to 30 September, 2021, there have been 13 crashes reported at the subject site, resulting in 14 injuries.

Anzac Parade is a State Road under the care and control of Transport for NSW (TfNSW).

The School has requested an on-site meeting, with representatives of TfNSW and of Randwick City Council, in an effort to review the situation and to explore some possible remedial actions.

The Council would be pleased to participate in such a process.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That Transport for NSW be invited to participate in an on-site meeting, with representatives of Lycée Condorcet - the International French School of Sydney and Randwick City Council, in an effort to review the road safety situation at the intersection of Anzac Parade, Moverly Road and Snape Street to explore some possible remedial actions.

TC106/22 Traffic Committee Report - Electric Vehicles Charging Spaces (F2004/07232)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.07.106	D04627153	Signage Parking	No Parking	TL	Yes

Council's Integrated Transport Strategy, adopted in July 2021, includes a strategic approach to "Provide 5 new publicly accessible electric vehicle charging stations per year until 2031" (Clause 1.18)

Recently 10 locations were identified as being appropriate for the installation of electric vehicle charging facilities. They are near the following addresses:

- 22 Frances Street, Randwick (opposite Council's Administration Building)
- 4 Bligh Place, Randwick
- King Street, outside TAFE, opposite no.7
- 13 Darling Street, Kensington
- 22a Houston Road, Kingsford
- 9 Middle Street, Kingsford
- 37 Baird Avenue, Matraville
- Endeavour Avenue, La Perouse (opposite no.41)

At each of these locations, it is proposed to install a 'No Parking (symbolic) sign. More details will be available at the Traffic Committee meeting.

Community consultation, with regard to the proposed installation of these charging stations, will be undertaken in the near future. Any variations to these proposals, arising from community feedback, would be reported back to the Traffic Committee at a later date.

Resourcing Strategy implications

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

Recommendation

That a 'No Parking (symbolic) Electric Vehicles Excepted Only While Charging - 2-hour limit' parking control is applied to two parking spaces at each of the locations detailed within this report.

General Business

Urgent Matters OR Matters for Future Investigation

TC107/22 Doncaster Avenue, Day Avenue and Houston Road - 40km/h Speed Limit (H)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.07.107	PROJ/10180/1527782/8	Signage Regulatory	Speed Limit	TL	No

Ms Angela Greenlees, TfNSW project manager for the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP), detailed some road safety concerns about vehicle speeds and, in particular, about car / bike interactions along the K2CP construction route. Accordingly, she sought the Traffic Committee's views on the introduction of a longer term speed limit reduction (to 40 km/h) during construction works.

Mr Lehmann stated that he supported this proposal but did note that the Council has no legal authority to approve such a change. He suggested that an indication to TfNSW, of Council's in-principle support of the proposal, may be an appropriate approach. No objections to this approach were raised.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That it is noted that:

1. Randwick Council provides its in-principle support for the introduction of a longer term speed limit reduction (to 40 km/h) during construction works, along the Kingsford to Centennial Park Walking and Cycling Improvement Project route;
2. This route includes Houston Road, Day Avenue (from Houston Road to Doncaster Avenue) and Doncaster Avenue (north of Day Avenue).

TC108/22 Doncaster Avenue, Kensington - Temporary Part-time road closure (H)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.07.108	PROJ/10180/1527782/8	Event	Road Closure - Temporary)	TL	Yes

Ms Angela Greenlees, TfNSW project manager for the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP), reminded the Committee that a raised pedestrian crossing, across Doncaster Avenue - just south of Darling Street - was an integral component of the K2CP project. She further advised that the most efficient methodology for the construction of this pedestrian facility would require short-term closures of Doncaster Avenue, from 8pm – 5am, over two successive nights. These two temporary, part-time, road closures would require local road detours as detailed in the following diagrams:





Vehicular access to every residence and every business will be available at all times – via identified detours. Communication of these temporary road closures, and the required detours, would be notified, well in advance, to local residents and businesses by way of a letter box drop, and, to the wider community by way of advanced signage and listings in the TfNSW website.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That the proposed two night, part-time, closure of Doncaster Avenue (just south of Darling Street), in order to construct a new pedestrian facility, is approved.

The meeting closed at 10:14am.