



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 13 SEPTEMBER 2022 AT 9:30AM

### Traffic Committee

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

### Acknowledgement of Country

Councillor Neilson 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)
Mr James Miranda	Representative for the Member for Coogee
Constable Adam Keen	Eastern Beaches Police
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 Lee Roberts	BIKEast
Ms Lillian Azrag	UNSW
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident
Mr Mark Elliot	Lendlease - re Prince of Wales - Directional Signage - TC122/22
Mr Adam Longo	Urbanite - re Prince of Wales - Directional Signage - TC122/22
Ms Kelly Glendinning	Urbanite - re Prince of Wales - Directional Signage - TC122/22
Ms Anna Fisher	PWC - re Prince of Wales - Directional Signage - TC122/22
Mr Duncan Scott, Mr Sri Sritharan, Ms Jay Lee-Pieterse, Mr Reza Ahmed, Mr Ali Yassine, Ms Heidi Leadley, Mr Jesse Grazotis and Mr Chris Saunders - Randwick City Council	

**Apologies**

- Councillor Veitch
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

**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

**TC118/22    Traffic Committee Report - Angle Parking options in Randwick (C)  
(F2004/07232)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.118	D04641781	Signage, Parking	Angle Parking	TL	Yes

A Randwick Precinct Committee submission, arising from public consultation on Council's 2022-26 Delivery Program and 2022-23 Operational Plan, was a request for the Council to investigate options for rear-to-kerb angled parking around some Randwick shared residential/retail areas.

In particular, they identified areas close to Frenchman's Road, the Spot and St Marks Road. They suggested that "residents are fighting for spots with the constant construction workers and the growth of retail/hospitality workers in the area."

In response to community concerns about the loss of three or four car parking spaces, associated with the pedestrian improvements at the St Marks Road and Chapel Street intersection, Council had commenced examination of the introduction of angle parking to St Marks Road. The draft St Marks Road angle parking proposal will be tabled at the Traffic Committee meeting.

If endorsed by the Traffic Committee, the St Marks Road proposal will be the subject of community consultation. The results of the consultation and (if supported by the community) the final parking layout plans would be reported to a subsequent meeting of this Committee.

*Mr Lehmann tabled the following sketch plan of St Marks Road, from Chapel Street to Frenchmans Road:*



**St Marks Road, from Chapel Street to Frenchmans Road (North to the right)**

*In summary, Mr Lehmann provided the following information:*

- Existing parking supply – 62 parking spaces
- Proposed 90° angle parking location applying to 21 existing parking spaces over 140 metres
- Likely number of additional parking spaces gained – 20
- Percentage increase of parking supply in this block – 32%
- Next steps:
  - Draw up accurate plan
  - Refer to TfNSW for endorsement
  - Consult community (October 2022)
  - Report back to Traffic Committee with results (November / December 2022)

*Mr Lehmann advised that TfNSW has provided in principle approval - subject to detailed design. And that BIKEast had stated that St Marks Road is a quiet and relatively bicycle-friendly street. "While we generally feel back-in angled parking is compatible with bicycle traffic (since there can be better visibility of cyclists and less risk of door zone crashes) we ask Council to consider the*

*movement of bicycles in the design of this proposed change.” Mr Lehmann indicated that the Council would do so.*

Investigations into other locations for the installation of angled parking will continue and any outcomes will be reported upon at future meetings of this Committee.

### Resourcing Strategy implications

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

### Recommendation

That:

1. The draft proposal for the introduction of angle parking to St Marks Road, Randwick, is received.
2. The proposal be the subject of community consultation;
3. The results of the community consultation, and (if supported by the community) the final St Marks Road angle parking layout plans, be reported to a subsequent meeting of this Committee; and
4. Investigations into other Randwick angle parking locations continue and the outcomes be reported upon at future meetings of this Committee.

### TC119/22 Traffic Committee Report - Brook Street Coogee, south of Waltham Street (C) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.119	D04564440	Road Safety	Pedestrian Crossing	DA	Yes

A resident has raised concerns regarding the safety of the pedestrian crossing on Brook Street, Coogee, in front of St Brigid’s Parish Church (135C Brook Street). The resident claims that there have been several incidents where motorists have not stopped and have been speeding through the crossing.

Investigations reveal that the pedestrian crossing in Brook Street is at grade, is within a 50km/h area and that there have not been any reported crashes at this location. To better understand the issue, it is proposed to undertake encourage motorists to traverse this crossing at an improve the safety of the pedestrians at pedestrian crossing it would be better if the crossing can be raised. But due to lack of funding, it is proposed to install speed cushions on both approaches at this crossing. This would assist the motorists to slow down at the crossing and would improve the safety.

*Mr Lehmann informed the Committee that comments from TfNSW and BIKEast were received regarding this proposal:*

- *TfNSW: Council should consider installing Double Barrier BB Line on approach to the marked pedestrian crossing and speed hump signs and Council should consider a review of the street lighting at this location.*
- *BIKEast: While this block of Brook Street is not a major cycling route, the proposed speed cushions as shown in the image create squeeze points for anyone riding a bike – they will be pushed into the opposite lane. If possible, please leave enough gap at the outside edge of the speed cushion to allow a bicycle to pass to the outside of the cushion.*

*Mr Chilcott suggested a speed cushion be installed on the approach and departure sides of the crossing – to dissuade recalcitrant motorists from slewing to the wrong side of the street attempting to avoid a speed cushion on approach to the crossing.*



Mr Lehmann noted these comments and informed the Committee that the proposal would be designed with consideration of these suggestions.



Fig:1 Proposed Speed Cushions in Brook Street approaching pedestrian crossing

### Resourcing Strategy implications

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

### Recommendation

That:

1. Speed cushions be designed and installed on both approaches to the pedestrian crossing in Brook Street, Coogee, near St Brigid's Parish Church (135C Brook Street), taking into account the factors mentioned ; and
2. Affected residents and the Church be notified about the installation.

### TC120/22 Traffic Committee Report - Coogee Bay Rd, Coogee - Step Out Speak Out 2022 - Temporary Road Closure (C) (F2022/00441)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.120	D04694236	Event	Temporary Road Closure	RM	Yes

After three years absence, the 'Step Out Speak Out' event, formerly named the 'White Ribbon Walk' will return to its usual format on Friday, 25th of November 2022. Council will be collaborating with the NSW Police Force to promote the elimination of domestic violence.

The Police will be closing Coogee Bay Road to westbound traffic for approximately 90 minutes, from 7:00am. Eastbound traffic on Coogee Bay Road will be allowed to continue until the March comes within a block of the traffic, at which time the traffic controllers and police will prevent traffic from entering Coogee Bay Road.

Police will manage the intersection of Arden Street and Coogee Bay Road, allowing Transdev buses access westbound to Brook Street, only holding the buses when the March gets close. The

walk starts from High Cross Park, Cuthill Street (near the Royal Hotel) and continues easterly down Coogee Bay Road and ends at the southern end of Coogee Beach, in Grant Reserve, for an oath ceremony, speeches and BBQ breakfast. The disruption will be minimal as the road closure is a rolling road closure - whereby the road opens after the walkers have passed.



### Resourcing Strategy implications

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

### Recommendation

That the temporary rolling road closure is approved, along the full length of Coogee Bay Road for the 'Step Out Speak Out' event, from 7am on Friday, 25<sup>th</sup> of November 2022.

### TC121/22 Traffic Committee Report - Munda Street, Randwick - Parking Management (C) (F2004/07232)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.121	F2014/00528	Signage, Parking	24P	TL	Yes

In recent times numerous trailers have commenced parking within Munda Street and the adjacent carpark. This increased parking demand is adversely affecting the adjacent Annabel House aged care facility, the SOS Preschool and Council's Randwick Community Centre.

An approach to address this concern would be to implement a '24P Area Parking - Authorised Vehicles Excepted' control over the subject land with the installation of appropriate signage. Such a control would allow longer term visitations to the area (workers, visitors to the facilities etc..) but would not allow for long-term parking / storage, beyond a 24-hour period.

Working with the adjacent organisations, the Council would identify any specific vehicles which could stay for longer periods. Such vehicles would be the Community Bus, Allocated Council vehicles, etc.. These would be identified by Council issued parking permits being displayed upon the vehicles.

Signage for this proposed Parking Area would be simple as there is only a single road access into this land. Entrance and exit signage would be positioned at the Marida Street access to the area and a few repeater signs would be installed within the area.

*Mr Ryan spoke in support of the parking of trailers in the Munda Street area. Mr Lehmann explained that the site was Defence land and that the Council needed to address this matter.*

## Resourcing Strategy implications

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

## Recommendation

That the introduction of a 24P Area Parking - Authorised Vehicles Excepted parking control, on Munda Street, Randwick, and the adjacent carpark (as detailed within the report), is approved.

### TC122/22 Traffic Committee Report - Prince of Wales Hospitals, Covid-19 Parking Arrangements(C) (F2020/00231)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.122	D04295265	Signage, Parking	Other	SS	Yes

On 24<sup>th</sup> March, 2020, at the start of the Covid-19 pandemic, Council resolved (inter-alia) that "the General Manager is delegated authority to approve temporary changes to the operation of the Randwick Resident Parking Scheme, in order to meet the needs of the Prince of Wales Hospital Emergency Department and Intensive Care Unit employees, during the COVID-19 emergency.

Accordingly, through the Traffic Committee processes parking signage changes were introduced and parking enforcement practices were amended:

*In March 2020 the special parking provision for The Prince of Wales Hospital, Emergency Department and Intensive Care (EDIC) was reported to Traffic Committee. It recommended the streets around the hospital be altered No Parking Special Permit Holders Excepted, Area EDIC. A total of 102 special parking spaces for allocated and 500 special parking permits were issued.*

The table below shows the locations of the existing on street parking changes and are also detailed below:

	Street	Side	From	To	No. spaces	Existing Parking Control	Proposed Parking Control
A	Botany Street	West	Oval Lane	UNSW Gate 11	6	2P 8am- 5pm Mon-Fri	No Parking Special Permit Holders Excepted, Area – EDIC
B	Botany Street	West	UNSW Gate 11	High St	12	No Parking	No Parking Special Permit Holders Excepted, Area – EDIC
C	Botany Street	East	High Street	Magill Street	22	Works Zone & unrestricted	Works Zones & No Parking Special Permit Holders Excepted, Area – EDIC
D	Belmore Road	South west	Avoca Street	Cuthill Street	11	Unrestricted	No Parking Special Permit Holders Excepted, Area – EDIC
E	Cuthill Street	North	Belmore Road	Avoca Street	8	IP 8:30am- 10pm Permit Holders Excepted, Area SP1	No Parking Special Permit Holders Excepted, Area – EDIC
F	Avoca Street*	West	Opposite Soudan Street	Opp. St Pauls St	10	No Parking, 7am- 9am 4pm- 6pm, Mon - Fri	No Parking Special Permit Holders Excepted, Area – EDIC
G	Avoca Street*	West	Opposite St Pauls Street	Opp. St Pauls St	15	No Parking, 7am- 9:30am 4pm- 6pm Mon-Fri	No Parking Special Permit Holders Excepted, Area – EDIC

H	Barker Street	North	Help Street	Avoca Street	10	No Parking, 3pm -6:30pm Mon-Fri	No Parking Special Permit Holders Excepted, Area – EDIC
I	Barker Street	North	Opposite Young St	Hospital Road	3	Unrestricted	No Parking Special Permit Holders Excepted, Area – EDIC
J	Barker Street	South	Avoca Street	Opposite Help Street	3	No Parking, 8am -9:30am 2:30pm -4pm School Days & MIPPS	No Parking Special Permit Holders Excepted, Area – EDIC & MIPPS
K	Barker Street	South	Opposite Help Street	Hospital Road	2	Unrestricted	No Parking Special Permit Holders Excepted, Area – EDIC

On street special parking provision around the hospital for essential hospital staff was in place for the last two years to assist Emergency and Intensive Care staff. At present (30/8/22) the website for Covid Data for NSW shows a low number of 5000 cases for NSW. Most of the business activities in Sydney have returned to pre-Covid 19 level and there is currently high demand for on street commercial parking at Randwick Town Centre. Therefore, it is considered appropriate to remove the special parking, as from 31/10/2022, and revert to the original parking status.

We have advised Hospital Management of this proposal and it is understood that the proposed reversion to the original parking arrangements has now been relayed to hospital staff.

*Ms Helen Fragakis (South Eastern Area Health – Prince of Wales Hospital/s) sought clarification regarding the date of removal of the special parking arrangements. Mr Lehmann confirmed that the parking signs identifying the special parking arrangements would be removed from after 31st October, 2022.*

## 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 removed and the parking restrictions be reverted to original status, as from 31st October, 2022; and
- 2 The Management of the Hospital be advised of the decision.

## TC123/22 Traffic Committee Report - Update to Directional Signage for Randwick Hospitals and Facilities (C) (F2006/00254)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.123	D04706230	Signage	Directional	TL	No

With the upcoming completion and commissioning of the Acute Services Building, at the Prince of Wales Hospital, Randwick, there is a need to update the existing directional signage guiding motorists (and others) to the new facilities. This is a particularly important project as the Adult Emergency Department is being moved from the Easy Street location (within the older building) to the new Magill Street location (within the new Acute Services Building fronting Botany Street).

Concurrent with the required changes to Adult Emergency signage there is an opportunity to upgrade all directional signage within the area which guides people to the various hospitals and facilities.



As a component of the new Acute Services Building project, NSW Health has commissioned a review of all existing directional signage and has proposed many signage changes (See Attachment 1 within the September 2022 Business Paper. D04706264). An examination of the proposed changes has been undertaken and it is considered that the recommendations are appropriate and very worthwhile. In particular it is acknowledged that clearer guidance to Adult Emergency and to Children's Emergency is deemed essential to provide clear guidance to residents, and others, who may be urgently seeking access to these Emergency Departments.

The 89-page document\* details existing signage and proposed signage within a three kilometre radius around the hospitals.

It is recommended that the proposed signage upgrades be supported by the Council and be approved in principle.

Whilst it has been acknowledged that the initial cost for installing new or updated signage will be borne by Health NSW, it is concerning that the Council has been advised that all of the large "TfNSW sized directional signs", installed upon local Randwick roads, will be Council's ongoing responsibility. It is considered that these regional signs, guiding motorists to a regional facility, should be retained in the ownership of TfNSW and be maintained into the future by TfNSW. This is a conversation which will be held with NSW Health and TfNSW in order to clarify future arrangements. In the meantime, it is considered that the proposed signage upgrades be endorsed in principle.

*Mr Lehmann advised that TfNSW would review the report and provide necessary feedback. And, that BIKEast had suggested that NSW Health should consider comprehensive pedestrian and bicycle wayfinding as part of this package, especially as new routes, parking facilities and end-of-trip facilities are currently under development or planning.*

### Resourcing Strategy implications

There are no immediate costs for the Council regarding the proposed signage upgrade. However, the longer-term financial responsibilities would need to be discussed with NSW Health and TfNSW.

### Recommendation

That:

1. The proposal to install new, or updated, directional signage, guiding motorists (and others) to the new and existing Randwick hospitals' facilities, is endorsed in principle;
2. NSW Health, and their consultant team, also provide guidance for bicycle riders accessing the new and existing Randwick hospitals' facilities, as well as the two new "end-of-trip" facilities proposed for POWH carpark and for the HTH facility; and
2. Council raise with Transport for NSW and NSW Health the issue of the longer-term financial responsibilities, with regard to the many large signs proposed to be installed upon the local roads in Randwick.

\* See Attachment D04706264 in the September 2022 Business Paper: Proposed Upgrade of directional signage to Hospitals and other facilities in Randwick Acute Services Building Adult Emergency Children's Emergency report - (89 pages)

<b>Index code</b>	<b>Trim Ref:</b>	<b>Category</b>	<b>Sub Category</b>	<b>By</b>	<b>AD</b>
2022.09.124	D04697103	Event	Temporary Road Closure	SS	Yes

**TEMPORARY ROAD CLOSURE**  
 TEMPORARY ROAD CLOSURE FOR A COMMUNITY SPECIAL  
 EVENT FOR ST. GEORGE COPTIC ORTHODOX CHURCH  
 ON SATURDAY 13 NOVEMBER 2022 BETWEEN 6.00AM - 6.00PM

**Legend**

- Traffic Controller
- Traffic Cone
- Single Stand
- Pedestrian Barrier
- Barrier Position
- Emergency Vehicle Path

**St. George Coptic Orthodox Church Site**

**Neighbouring driveways**

**Certified traffic controller to manage local traffic access**

**BOWRAL STREET**

**Neighbouring driveway**

**Certified traffic controller to manage neighbouring driveways access, when required**

**EMERGENCY VEHICLES PATH OF 4 METERS WIDE TO BE KEPT CLEAR AT ALL TIMES ON THE SOUTH SIDE OF BOWRAL STREET.**

**Parking spaces to be kept clear during event**

High	Code	Eds	City
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000
1000000	1000000	1000000	1000000

**REFER TO GENERAL NOTES ON THE COVER PAGE**

**DATE** August 2022 **TCP NO.** HC 858/2223

**Site Address** 3A Bowral Street, Kensington **Description** Temporary Road Closure

**Council** Randwick City Council **Scale** Not To Scale

**Project** Church Special Event **Drawn By** R. Saad 23/08/2022

**Work Type** Temporary Road Closure **Reviewed By** J. Mikhail 23/08/2022

**Existing Speed Limit** Bowral Street 50 km/hr, Doncaster Street 50 km/hr, Todman Avenue 50 km/hr, Parade 50 km/hr **Issued By** H. Takla 23/08/2022

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A separate request by the applicant is being made to Transport for NSW due to the proximity of the proposed closure to the state road controlled Anzac Parade.

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

1. Approval to close the western half of Bowral Street, Kensington, on Saturday 13 November, 2022, between 6am and 6pm, is granted subject to the proposed traffic management plan being approved by Transport for NSW (TfNSW);
2. The Traffic Control Plan (TCP) be implemented, as per the applicant's submitted TCP; and
3. The affected residents be notified about the closure prior to the event.

**TC125/22 Traffic Committee Report - Doncaster Avenue / Roma Avenue, Kensington (H)**  
**(PROJ/10180/1527782/1)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.09.125	D04701995	Signage and Line marking	Keep Clear Line Marking	JLP	Yes

Council has been advised recently that, on some occasions, southbound vehicles making the right turn from Doncaster Avenue on to Roma Avenue are resulting in a queue that backs on to Doncaster Avenue and in to the Anzac Parade intersection, around 30 metres north of Roma Avenue - causing traffic congestion.

This Committee previously (2017) endorsed the placement of “KEEP CLEAR” road markings (and associated transverse lines) on the Doncaster Avenue pavement, at Roma Avenue, to provide gaps for the southbound right turning vehicles. This arrangement was implemented and functioned well.

Subsequently, linemarking adjustments were endorsed by TfNSW as a component of the Light Rail signal works. These adjustments did not include any Keep Clear markings, however, some remnants of the previous arrangements remain - as shown in the images below.



Given the observed queuing issue and the current state of the unclear line marking, it is proposed to:

- reinstate the words “KEEP CLEAR” and two short transverse painted lines
- install a “DO NOT QUEUE ACROSS INTERSECTION” sign at the intersection, facing northbound Doncaster Avenue motorists, and
- adjust the northbound cycling lane line marking

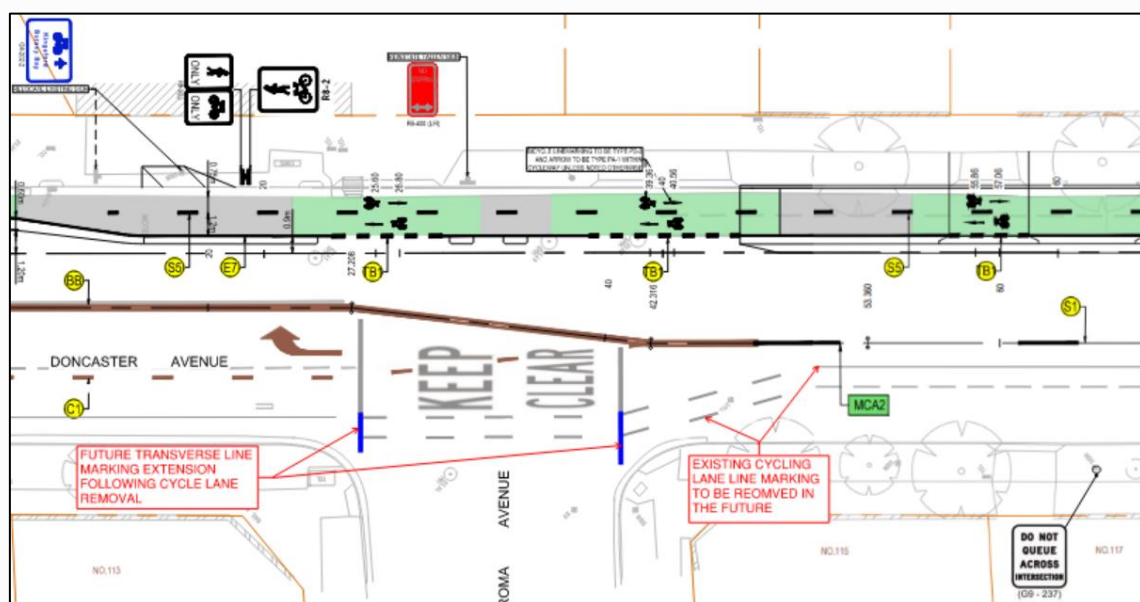
as shown in the figure below. The proposed location of the words “KEEP CLEAR” take into consideration the future linemarking associated with the Kingsford to Centennial Park Walking and Cycling Improvements project.





It is noted that the proposed works are within 50m from Doncaster Avenue / Anzac Parade intersection signals and, therefore, the TfNSW representative may wish to refer this matter to TfNSW Network Operations for consideration.

In the future the transverse line marking can be extended as shown (in blue) below. This can occur once the northbound cycle lane line marking on the west side of Doncaster Avenue is removed and the works at this location for the Kingsford to Centennial Park Walking and Improvements project are concluded.



It is noted that the proposed works are within 50m from Doncaster Avenue / Anzac Parade intersection signals and, therefore, the TfNSW representative may wish to refer this matter to TfNSW Network Operations for consideration.

*Mr Lehmann informed the Committee that the TfNSW representative had advised that he will liaise with their Network Operation team and the Cycling Improvements project team, about the reinstallation of the "Keep Clear" pavement markings. He further stated that no changes should be made until approval is provided from TfNSW.*

### Resourcing Strategy implications

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

### Recommendation

That, once final approval is granted by TfNSW, the following is implemented within the northbound lane of Doncaster Avenue, at Roma Avenue:

1. The words "KEEP CLEAR" and two short transverse painted lines be reinstated as previously installed;
2. A "DO NOT QUEUE ACROSS INTERSECTION" sign be installed; and
3. The northbound cycling lane line marking be adjusted, as detailed within the included plan.

### TC126/22 Traffic Committee Report - Anzac Parade, north of Franklin Street, Matraville (M) (F2022/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.126	D04654782	Road Safety	Road Safety - Merge lane arrows and signs	JN	Yes

Concerns have been raised about road safety along Anzac Parade, Matraville, just north of Franklin Street, Matraville. Currently, the right lane of the northbound carriageway terminates without any advisory signage. To ensure compliance with AS1742.2 and improve road safety it is considered that lane change arrows and signage should be installed; as shown in Figure 1 and 2 below.



Figure 1 - Anzac Parade (Source: Nearmap)





Figure 2 - Anzac Parade (northbound carriageway) (Source: Google Maps)

Figure 4.16 (b) from AS 1742.2-2009, shown below in Figure 3, requires that merge lanes with existing continuity lines (C1 lines) must also contain lane change arrows and supporting warning and guiding signs.

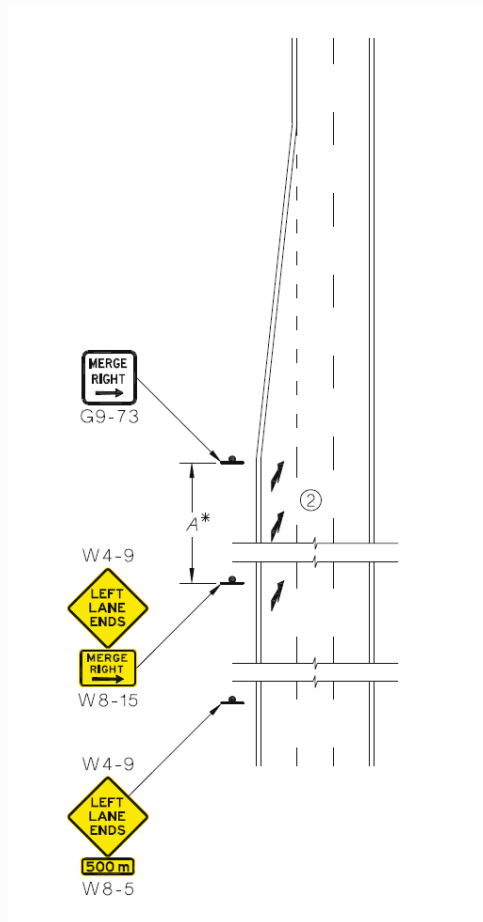


Figure 3 - Lane change treatment (Source: Figure 4.16 (b), AS 1742.2-2009)

To ensure conformance with this standard it is proposed to install the required lane change arrows and warning and guiding signs.



**Anzac Parade, Matraville – Lane arrows and signs sketch**

### Resourcing Strategy implications

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

### Recommendation

That:

1. Lane change arrows are installed in the third travel lane of the northbound carriageway of Anzac Parade, north of Franklin Street, Matraville, prior to the merge left sign;
2. A Merge Left warning sign be installed at the transition lane;
3. A Right Lane Ends warning sign with an accompanying Merge Left arrow warning sign be installed 80 metres from the Merge Left sign; and
4. An additional Right Lane Ends sign with an accompanying, quantitative warning sign denoting 100 metres, be installed 50 metres from the signs proposed in (3).



**TC127/22 Traffic Committee Report - Bass Street, Kingsford - Speeding (M) (F2004/06183)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.127	D04572071	Road Safety	Speeding	JN	Yes

*(NB: Subsequent to the Traffic Committee meeting, the organisers advised the Council that, due to certain organisational delays, there has not been sufficient time to properly organise the event this year. They further advised that they are, nevertheless, planning now for next year's event. D04734782 )*

Concerns have been raised by a resident about motorists speeding along Bass Street, Kingsford, specifically in the northbound direction. There are currently no mid-block crashes recorded on Bass Street in the last five (5) years.



Figure 1 - Locality Plan

A seven-day pneumatic tube count was undertaken near 22 Bass Street, Kingsford between Tuesday, 19 July 2022 and Monday, 25 July 2022.

The 85th percentile speed recorded in the northbound direction was 50 km/h; and 49 km/h in the southbound direction. These counts provide empirical evidence that a significant majority of Bass Street motorists (85 per cent) are travelling within the 50 km/h speed limit.

As there are no existing mid-block crashes recorded in the last five (5) years on Bass Street, and as most motorists are travelling within the 50 km/h speed limit, the provision of traffic devices is not recommended.

To manage the minority (15 per cent) of vehicles that are speeding, it is considered that the NSW Police be requested to undertake speed enforcement on Bass Street. The Council will provide the Police with the relevant traffic count survey, so that their resources can be appropriately deployed.

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

Bass Street Outside 22 Bass Street		Direction of Travel		
		Both Directions	Southbound	Northbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	868	334	534
	7 Day Average	854	328	525
Weekday peak hour traffic volume start	AM 08:00	393	146	247
	PM 15:00	572	249	323
Speeds : (km/h)	85 <sup>th</sup> Percentile	50	49	50
	Average	43	43	43

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

1. The results of the traffic surveys for Bass Street, Kingsford, undertaken in July 2022, be noted,
2. The local Highway Patrol be provided with Council's traffic / speeding data and be requested to consider speed enforcement along Bass Street, and
3. The person raising concerns about this matter be informed of the results of the survey and of Council's proposed actions.

### TC128/22 Traffic Committee Report - Maroubra Fun Run 2022 (M) (F2004/07500)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.128	D04640515	Event	Temporary Road Closure	TL	Yes

On Sunday 23 October, 2022, the annual Maroubra Fun Run will be held in the streets of Maroubra.

Localised road closures will be in place from 8:30 am until 11am. The most critical road closure will be the southbound carriageway of Malabar Road, from Fitzgerald Avenue to Beauchamp Road. Traffic in this section will be diverted via New Orleans Crescent and Chicago Avenue back to Beauchamp Road.

The traffic management for the event will operate as per recent years' arrangements. Police will be positioned at other critical intersections where traffic from side streets conflicts with the runners. A full list of closures and associated detours, as well as a map of the course is listed overleaf.

Residents will be advised in writing of the temporary road closures.

*Mr Lehmann informed the Committee that TfNSW had advised that the applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works. And that the applicant must contact Sydney Buses and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.*





**2022 MAROUBRA FUN RUN DIVERSIONS**  
**SUNDAY, 23 OCTOBER, 2022**  
**FROM 8:30am - 11am**

STREET / ROAD	AT / BETWEEN	DETOUR
Beauchamp Road	Malabar Road to Broome Street	To Malabar Road (under direction of traffic control)
Bennett Place		To White Avenue to Beauchamp Road
<b>Bernie Kelly Drive</b>		<b>Full road closure from 8:15am – 11am</b>
Brown Road		To Broome Street (under direction of traffic controllers) to Bridges Street and Malabar Road
Bowen Place		To Hughes Avenue (under the direction of traffic controllers) then White Avenue to Beauchamp Road
Bridges Street		Bridges Street to Malabar Road
Broome Street	Beauchamp Road to Meagher Avenue	Broome Street north to Meagher Avenue, then Rodman Avenue to Beauchamp Road.
Broome Street	Bowen Place to Hughes Place	To Hughes Avenue (under the direction of traffic controllers) then White Avenue to Beauchamp Road
Broome Street	Hughes Place to Beauchamp Road	Broome Street (under direction of traffic controllers) to Beauchamp Road
Byrne Crescent		To Broome Street (under direction of traffic controllers) then Bridges Street and Malabar Road
Curtin Crescent		To Broome Street (under direction of traffic controllers) then Bridges Street and Malabar Road
Dan Avenue		To Broome Street (under direction of traffic controllers) then Bridges Street and Malabar Road
Farthing Place		To White Avenue then Beauchamp Road
Fitzgerald Avenue	Broome Street to Malabar Road	Fitzgerald Avenue (under the direction of traffic controllers) to Malabar Road
Ford Road		To Byrne Crescent then Broome Street (under direction of traffic controllers) to Bridges Street and Malabar Road
Hargraves Place		To Rodman Avenue then Beauchamp Road
Hughes Avenue		To White Avenue then Beauchamp Road
Malabar Road	From the cul-de-sac to Davidson Crescent	To Davidson Crescent (under the direction of traffic controllers), then Beauchamp Road
Malabar Road	Fitzgerald Avenue to Beauchamp Road, heading south towards Beauchamp Road only	<b>Road Closed from 8:30am – 11am. Detour via New Orleans Crescent and Chicago Avenue</b>
Malabar Road	Beauchamp Road to Davidson Crescent, heading south towards Beauchamp Road only	To Davidson Crescent (under the direction of traffic controllers) then Beauchamp Road
Malabar Road	Beauchamp Road to Davidson Crescent	To Beauchamp Road under the direction of traffic controllers
Manwaring Avenue		To Hughes Avenue under the direction of traffic controllers, then White Avenue to Beauchamp Road
McIver Place		To Rodman Avenue then Beauchamp Road
Meagher Avenue		To Rodman Avenue then Beauchamp Road
Peters Place		To Rodman Avenue then Beauchamp Road
Scott Street		To Broome Street (under direction of traffic controllers) to Bridges Street and Malabar Road
Thompson Avenue		To Broome Street (under direction of traffic controllers) then Beauchamp Road
Tyrwhitt Street		To Broome Street (under direction of traffic controllers) then Bridges Street and Malabar Road
White Avenue		White Avenue to Beauchamp Road

## Resourcing Strategy implications

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

*(NB: Subsequent to the Traffic Committee meeting, the organisers advised the Council that, due to certain organisational delays, there has not been sufficient time to properly organise the event this year. They further advised that they are, nevertheless, planning now for next year's event. D04734782 )*

## Recommendation

That, following Transport for NSW (TfNSW) endorsement of submitted Traffic Management Plans (TMPs) and Traffic Control Plans (TCPs):

1. Approval is given for the temporary road closures as outlined in the report to facilitate the Maroubra Fun Run on Sunday 23 October 2022;
2. Information on the changes to the bus service be installed at bus stops within the event area;
3. A temporary bus layover be created for the duration of the event, on Marine Parade, outside the Maroubra Seals Club.

## TC129/22 Minor Signage Items – Parking and Regulatory – September 2022 (C, H & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.129	D04660361	Signage Parking	No Parking	RM	Yes

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

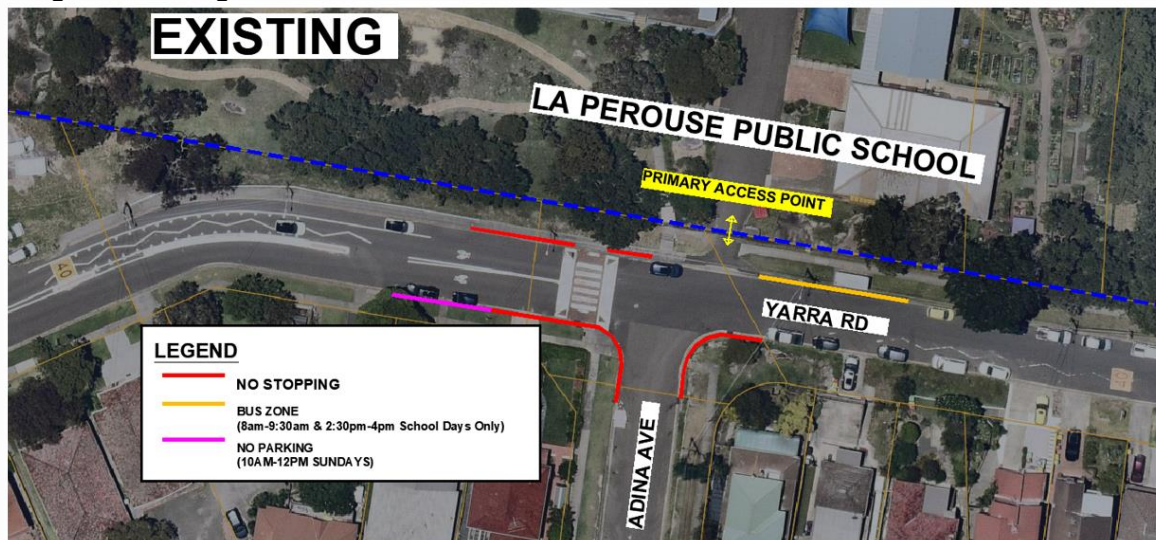
Item No	Location	Issue Request	Recommend Approval?	Comments
TC129/22.1	Arden Lane, CLOVELLY (C) (D04660361-RM) (AD)	Remove 5m No Parking zone on the northern side of Arden Lane, immediately east of the garage access of no.70 Arden Street, Clovelly.	Yes	To assist the renovation of no.70 Arden Street by allowing an additional entrance for residents to access their property.
TC129/22.2	Carrington Road, COOGEE (C) (D04663687-RM) (AD)	Install 5.5m '35 minutes Parking' at the front entrance of 153 Carrington Road, Coogee.	Yes	To ensure frequent turnovers from public and to allow the resident with MPS permit to park all day.
TC129/22.3	Daintrey Crescent, RANDWICK (C) (D04660929-RM) (AD)	Install 4m 'P Motor Bikes Only' zone on the western side of Daintrey Crescent, immediate south of the driveway of no.11 Daintrey Crescent, Randwick.	Yes	To facilitate the parking of motorcycles.
TC129/22.4	Gregory Street, SOUTH COOGEE (C) (D04647364-RM) (AD)	Extend existing 80m of No Stopping by 15m north, on the east side of Gregory Street, starting from the opposite of no.58 Gregory Street, Maroubra.	Yes	To allow residents and visitors egressing from the driveway at no.37-39 Gregory Street to have a better sight distance.

TC129/22.5	Liguria Street, SOUTH COOGEE (C) (D04659643-RM) (AD)	Reduce existing 38m No Parking zone at the cul-de-sac of Liguria Street from the frontage of no.36 Liguria Street, South Coogee, by 16m east.	Yes	To allow vehicles to park close to the driveway without obstructing off-street parking access and attaining any infringement notices.
TC129/22.6	Moverly Road, SOUTH COOGEE (C) (D04670067-DA) (AD)	Extend the existing Kiss & Go zone "No Parking, 8:00am-9:30am, 2:30pm-4:00pm, Mon-Fri, School Days" located on the eastern side of Moverly Road near the school gate up to 10m north of Macleay Street, South Coogee.	Yes	Long-term trailer parking causing sightline issues for the school children.
TC129/22.7	Ainslie Street, KINGSFORD (H) (D04690574-RM) (AD)	Remove a '2P, 8:00am-6:00pm, Mon-Fri, Permit Holders Excepted, Area KF4' zone from the northern side of Ainslie Street, at the frontage of no.8 Ainslie Street, Kingsford.	Yes	There is no demand for resident parking from eligible residents of Ainslie Street.
TC129/22.8	Houston Road, KINGSFORD (H) (D04696686-RM) (AD)	Attach 'Permit Holders Excepted, Area KF2' signs on existing 'P90 Minutes, 8:00am-8:00pm, Mon-Sun' signs on the eastern side of Houston Road, between Barker Street and Strachan Street, Kingsford.	Yes	To preserve the availability of residential parking during the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP) construction on the western side of Houston Road.
TC129/22.9	Garden Street, MAROUBRA (M) (D04643978-RM) (AD)	Substitute existing part-time 15m Mobility Impaired Person's Parking Space (MIPPS), adjacent to 117 Garden Street, Maroubra NSW 2035, with a full-time MIPPS.	Yes	To meet the parking needs of the local, mobility impaired, residents.
TC129/22.10	Church Street, RANDWICK (C) (D04699959-JLP) (AD)	Extend the BB lines additional 30m on the northern and southern leg of Church Street at Frances Street intersection and relocate existing pedestrian warning signs (W6-1, W8-25) at the frontage of no. 25 Church Street, Randwick, to a point existing power pole located 3.5m north.	Yes	To improve warning of the pedestrian refuge located at the top of crest with better located signage and extended line painting.

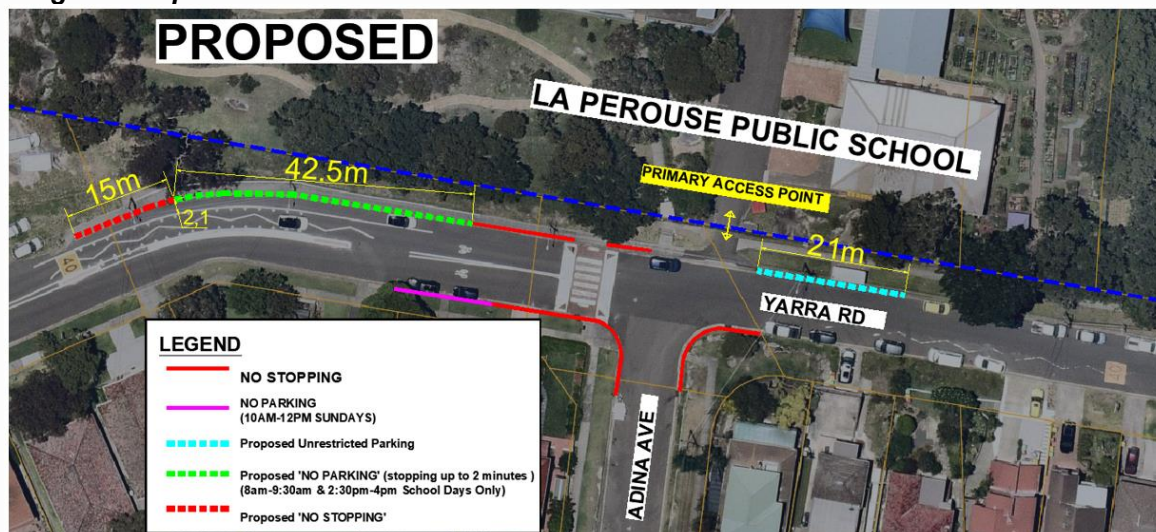
TC129/22.11	Boronia Street, KENSINGTON (H) (ITD-TL) (AD)	Extend existing 'No Parking, 8:30am-5pm, Mon-Fri, Buses & Coaches Excepted' parking control, 30m southerly.	Yes	To accommodate increased coach parking demand at ES Marks Athletic Field.
TC129/22.12	Yarra Road, PHILLIP BAY (M) (D04672581-TL) (AD)	Implement signage changes on the north side of Yarra Road, adjacent and near to, La Prouse Public School.	Yes	Details to be finalised and tabled at the Traffic Committee meeting

Mr Lehmann spoke to the Yarra Road Item - TC 129/22.12 - and tabled the following images:

**Image 1 - Existing Conditions:**



**Image 2 - Proposed conditions:**



He then informed the Committee that this proposed arrangement was determined following consultation with the Principal.

During the Committee meeting discussion was held regarding the proposed 21 metres of unrestricted parking (where the reportedly redundant Bus Zone now exists). It was agreed that, once the redundancy of the Bus Zone was confirmed, this area be signposted as 5 min parking, school hours and days.

Councillor Burst raised the matter of the Pick Up Drop Off arrangements operating with the Waverley LGA and suggested that such an approach may work well here and at other

*locations within Randwick LGA. Mr Lehmann agreed to examine such an approach and report to a future Traffic Committee meeting.*

### 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, and as detailed within the tabled Yarra Road Diagram 2 and as suggested within the above Minutes are approved for implementation / action.

### TC130/22 – Works Zone – Installation and Removal of Signage – September 2022 (C, H & M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.130	F2005/00521	Signage	Works Zone		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.	Melody Street, COOGEE (C)	W	10	14 Melody Street	Unrestricted	D04631631-LB & DA(AD)
2.	Marine Parade, Maroubra (M)	W	8	20 Marine Parade	Unrestricted	D04650625-LB & DA(AD)
3.	Alison Road, Coogee (C)	N	12	364 Alison Road	Unrestricted	LA/698/2022, D04661447-LB & DA(AD)
4.	Doncaster Avenue, Kensington (H)	E	50	4-18 Doncaster Avenue	Unrestricted	D04653531-LB & DA(AD)
5.	Zions Avenue, Malabar (M)	N	13.9	8 Zions Avenue	Unrestricted	D04693247-LB & DA(AD)
<b>REMOVAL</b>						
				NIL		

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

### Resourcing Strategy implications

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

*Mr Lehmann informed the Committee that BIKEast had made a submission suggesting that the Schedule of Conditions – Installation of Works Zones be amended to include “or bicyclist” after “pedestrian” in point b.i.. Mr Lehmann advised that the Council had no objection to this suggested modification to the Standard Works Zone Conditions.*



## Recommendation

That,

1. the standard Schedule of Conditions – Installation of Works Zones be amended to include “or bicyclist” after “pedestrian” in point b.i., and
2. the Works Zones listed in the Works Zones Table, are installed or removed, as detailed; with the Schedule of Conditions (as amended) 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 **and/or bicyclist safety**, or
  - ii. add significantly to traffic congestion in this area, or
  - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
  - iv. does not ensure that the Council fees payable for this private use of the public road are met,
 with the zone being reinstalled once the issue of concern is properly addressed;
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

## TC131/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - September 2022 (C & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.131	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.	Arcadia Street	Coogee (C)	North and South	10m	East	Brook Street	D04650970-AY (AD)
2.	Brook Street	Coogee (C)	East	10m	South	Arcadia Street	D04650970-AY (AD)

3.	Arden Lane	Clovelly (C)	North	10m	East	Arden Lane	D04660361-RM (AD) Related to the Arden Lane item listed within the 'Minor Signage Items' table.
4.	Edgecumbe Avenue	Coogee (C)	East and west	10m	North	Dudley Street	D04669223-AY (AD)
5.	Ocean Lane	Clovelly (C)	East	10m	North	Warner Avenue	D04656740-RM (AD)
6.	Anzac Parade	Little Bay (M)	North	10m	West	Goora Street	D04659643-RM (AD)
7.	Byng Street	Maroubra (M)	North and South	25m	West	Mons Avenue	D04665163-AY (AD) – Extra length required due to adjacent double centrelines.
8.	Mons Avenue	Maroubra (M)	West	15m	North and South	Byng Street	D04665163-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.

### TC132/22 Traffic Committee Report - Transport for NSW Funded Project Status - September 2022 (C, H & M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.132	F2004/06616 F2015/00538	Other	Other	TL	Yes

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. Randwick Council was successful in securing funding for a number of projects for the 2022/2023 financial year. To date, the total funds secured by Randwick Council for this financial year exceed \$570,000.

These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available under the federal Black Spot Program. All listed projects are 100% externally funded. The following table shows the status of projects approved for the current, financial year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Notification received

P.0078507	Bilga Crescent & Anzac Parade, Maroubra <i>(Installation of green bike lane across entry to Bilga Crescent, move stop or give-way lies forward using paint markings)</i>	Australian Government Black Spot Program	\$30,160	Notification received
P.0078509	Moverly Road & Garrett Street, Maroubra <i>(Install a one lane roundabout, including all traffic calming, line marking, lighting and signage)</i>	Australian Government Black Spot Program	\$324,000	Notification received
P.0078510	Canberra Street & Rainbow Street, Randwick <i>(Install slow-point, raised threshold at mid-block location and conflict points, install kerb blisters)</i>	Australian Government Black Spot Program	\$77,000	Notification received

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

### Resourcing Strategy implications

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

### Recommendation

That the information be received.

## General Business

### Urgent Matters OR Matters for Future Investigation

#### 133/22 Bunnerong Road / Franklin Street / Perry Street, Matraville (M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.09.133	D04581010 & D04623877	Road Safety	Intersection	TL	Yes

Councillor Burst sought clarification on the status of the proposed meeting between Council and TfNSW regarding the Bunnerong Road / Franklin Street / Perry Street intersection at Matraville. Mr Lehmann advised that he would investigate this matter.

### Recommendation

That the information be received.

**134/22      Doncaster Avenue / Day Avenue, Kensington (M)**

<i><b>Index code</b></i>	<i><b>Trim Ref:</b></i>	<i><b>Category</b></i>	<i><b>Sub Category</b></i>	<i><b>By</b></i>	<i><b>AD</b></i>
2022.09.134	PROJ/10180/1527782/1	Road Safety	Intersection	TL	Yes

Ms Greenlees (TfNSW) confirmed that the previously mentioned short-term detour of traffic, away from Doncaster Avenue, north of Day Avenue - required to undertake essential stormwater works and to construct the raised pedestrian crossing - will occur toward the end of September. She indicated that this detour would be in place for up to five days.

Mr Lehmann thanked Ms Greenlees for her advice.

**Recommendation**

That the information be received.

The meeting closed at 10:30am

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