



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 8 NOVEMBER 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

Anthony Ryan (resident) volunteered to acknowledge the lands upon which this meeting is being held:

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

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

Participants:

Mr Tony Lehmann	Randwick City Council (Chairperson)
Mr Anwar Subel	Transport for NSW (TfNSW)
Const. Adam Keen	Eastern Beaches Police
Mr James Miranda	Representative for the Member for Coogee
Cr Kathy Neilson	Councillor (North Ward)
Cr Bill Burst	Councillor (South Ward)
Mr Van Le	Transport for NSW (TfNSW)
Ms Kate Lewis	Transport for NSW (TfNSW)
Mr Rino Mucciacciaro	Transdev John Holland
Ms Lillian Azrag	UNSW
Ms Helen Fragakis	South Eastern Sydney LHD (POWH)
Ms Katerina Bamos	Officer from the Electorate Office, Member for Coogee
Mr Lee Roberts	BIKEast
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident

Mr Duncan Scott, Ms Dilruba Akhter, Mr Chris Saunders, Mr James Nguyen, Ms Jay Lee-Pieterse, Mr Reza Ahmed, Mr Ali Yassine, Mr Jesse Grazotis, and Ms Jai Sue - Randwick City Council

Apologies

Apologies were received from / on behalf of

- Cr Michael Olive (Traffic Committee delegate)
- Cr Philpa Veitch (West Ward)
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Declarations of Pecuniary and Non-Pecuniary Interests

Nil

Matters Arising from the Minutes OR from Council Resolutions

Nil

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

**TC151/22 Traffic Committee Report - Alison Road, near Pauling Avenue, Coogee (C)
(F2004/08338)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.151	F2004/08338	Pedestrian	Pedestrian Safety	TL	Yes

In the recent past the Traffic Committee has considered the matter of installing a pedestrian refuge within Alison Road, near Pauling Avenue, Coogee.

Recent reviews of the standard TfNSW pedestrian refuge design criteria detailed that significant lengths of car parking would need to be removed, to meet the design criteria for a pedestrian refuge at this location.

One approach may be to check with the community to determine its view about pedestrian facility options at this location. This could be similar to the 'Rainbow at Ellen' options process examined by this Committee in the last year. With this previous process two pedestrian facility options were discussed (similar to Alison Road, at Pauling Avenue) :

Option 1 was a proposed pedestrian refuge island. The refuge would assist in slowing the speed of passing motorists and would provide a place where pedestrians could stage their crossing of the street. In other words, pedestrians would be able to wait at the kerb for an acceptable gap in the traffic flow approaching from the right; then cross to the central island. Then the pedestrian would be able to wait for an acceptable gap in traffic approaching from the left; then cross to the opposite kerb – completing their crossing of the road.

Option 2 proposed kerb nibs with ramps connecting to the existing concrete footpaths. The kerb nibs would act as a vehicle calming measure with physical and visual narrowing. This proposal, while providing a relatively safe crossing point, would not assist with a 'staged' crossing of the street. The pedestrian would have to wait for an acceptable gap in both the eastbound and the westbound traffic flows to coincide at this location. The proposed crossing point would align well with the Pauling Avenue footpath.

Given the mixed views within the community, about the (previously discussed) Rainbow Street pedestrian crossing facility, near Ellen Street, it was considered that the Council should undertake a community survey, to better understand all viewpoints. By way of a letterbox, each of the proposed options were explained – with plans. A report on the outcomes of the community survey was prepared for a subsequent Traffic Committee meeting. This may be the approach to take regarding the Alison Road pedestrian facility proposals.

It is proposed for concept designs of the Alison Road pedestrian facility proposals to be tabled at the Traffic Committee meeting, so as to discuss next steps.

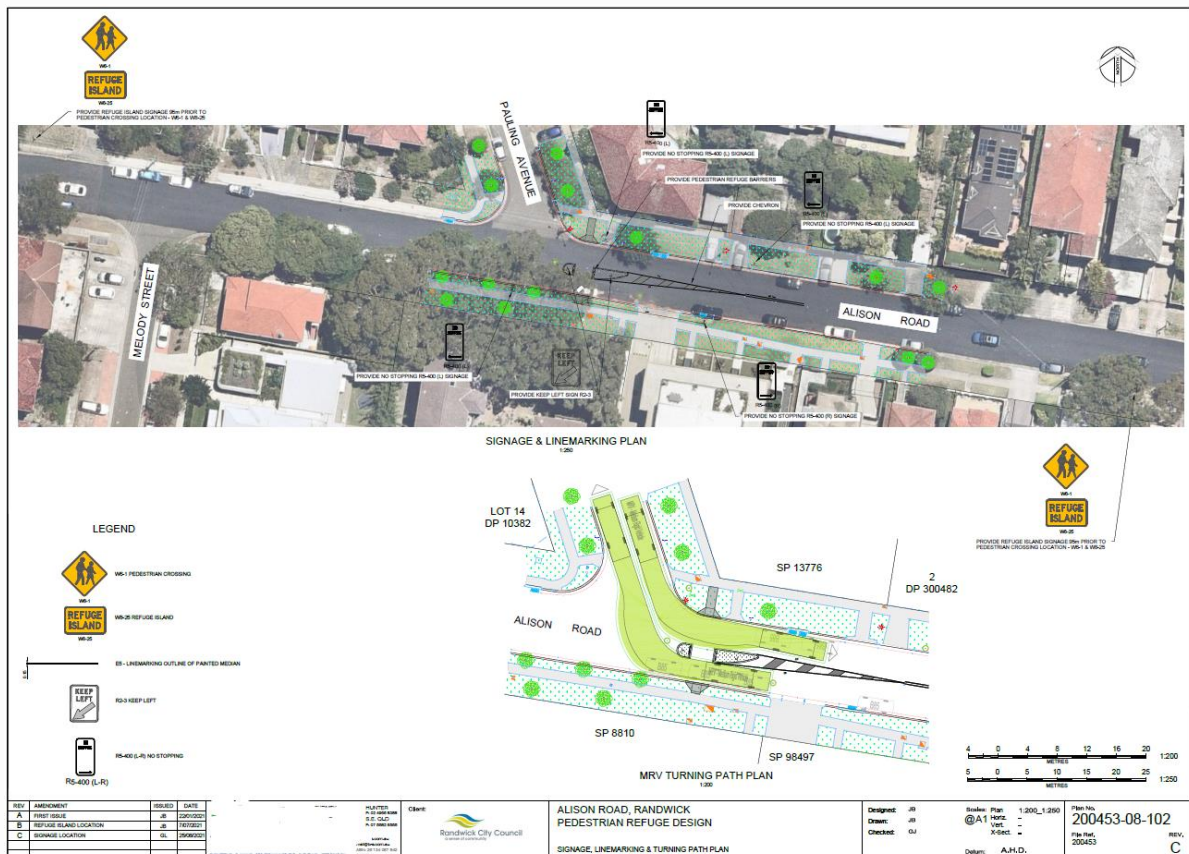
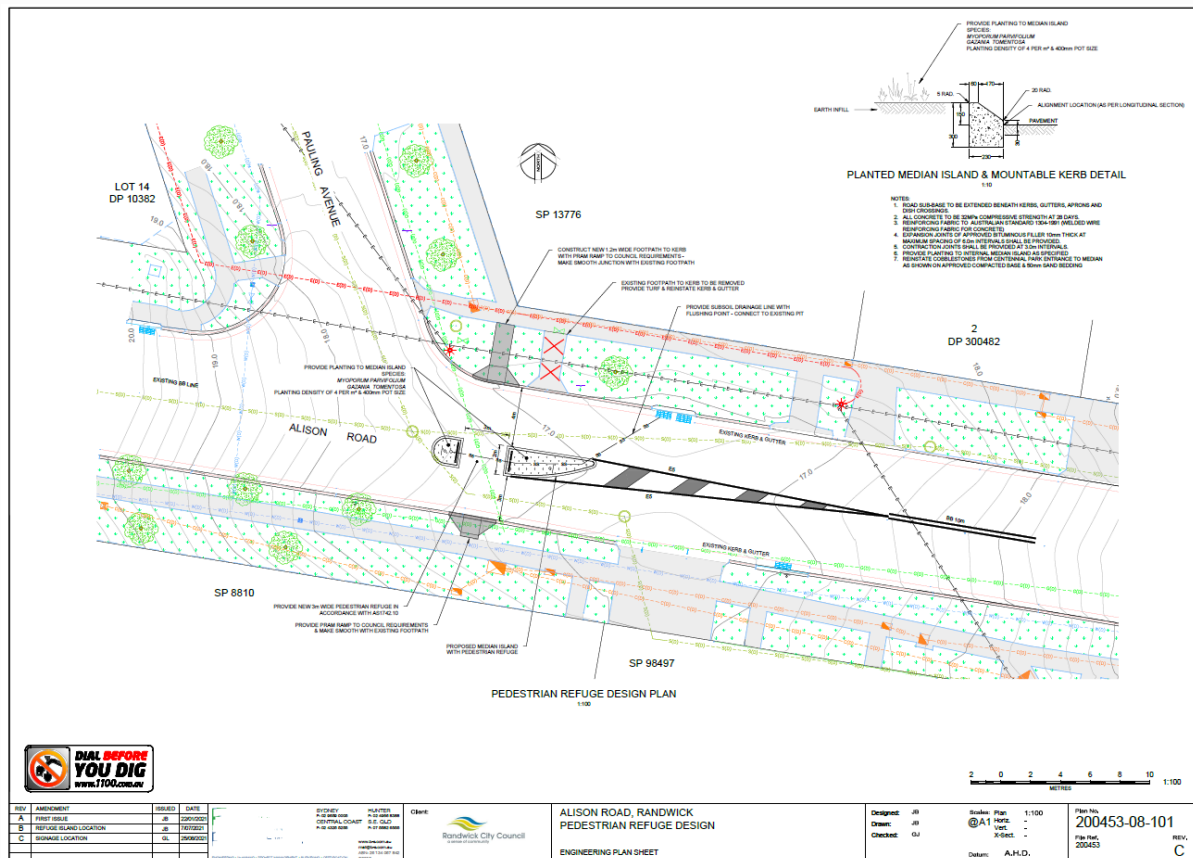
Resourcing Strategy implications

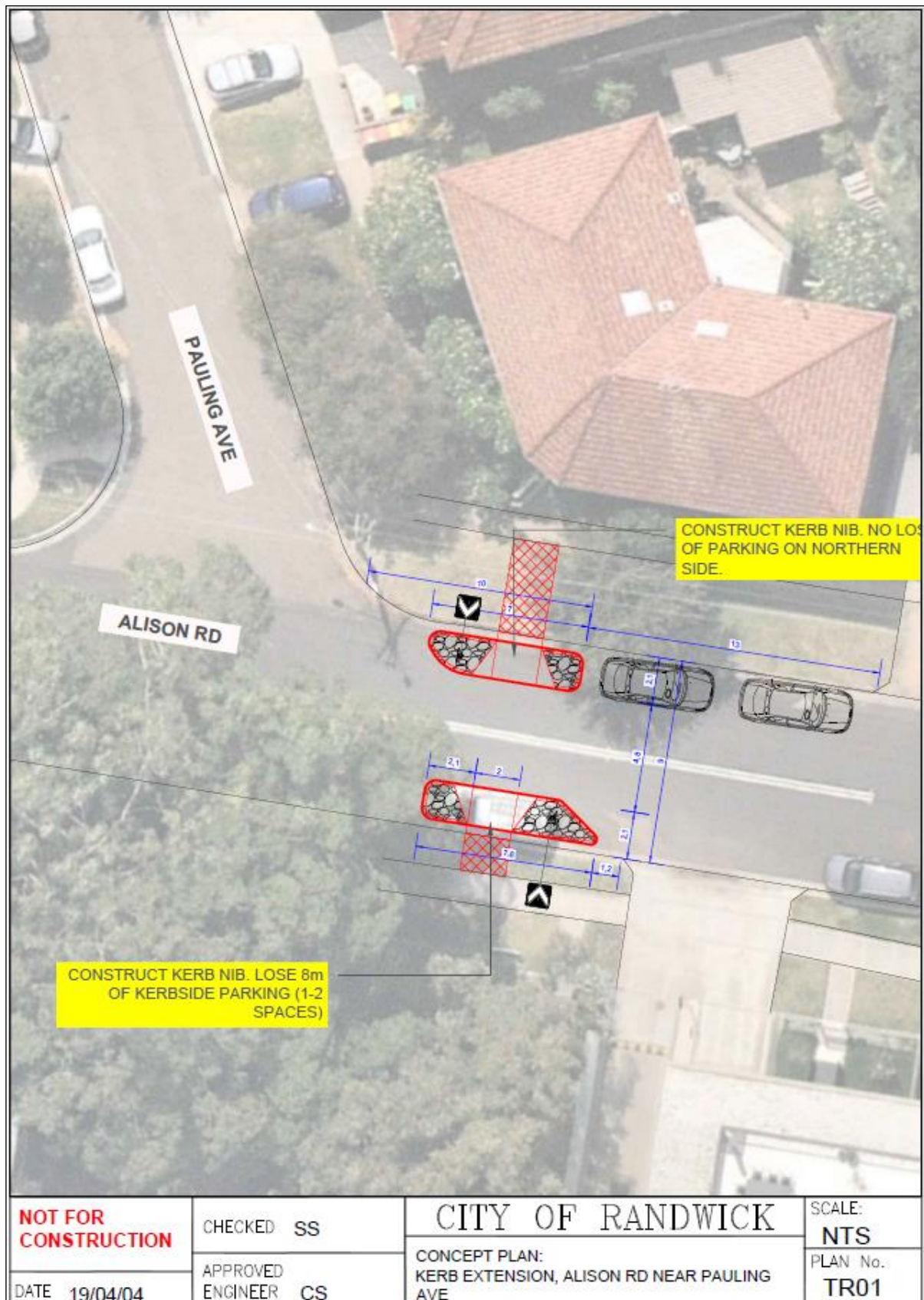
There are no financial implications arising from this report.

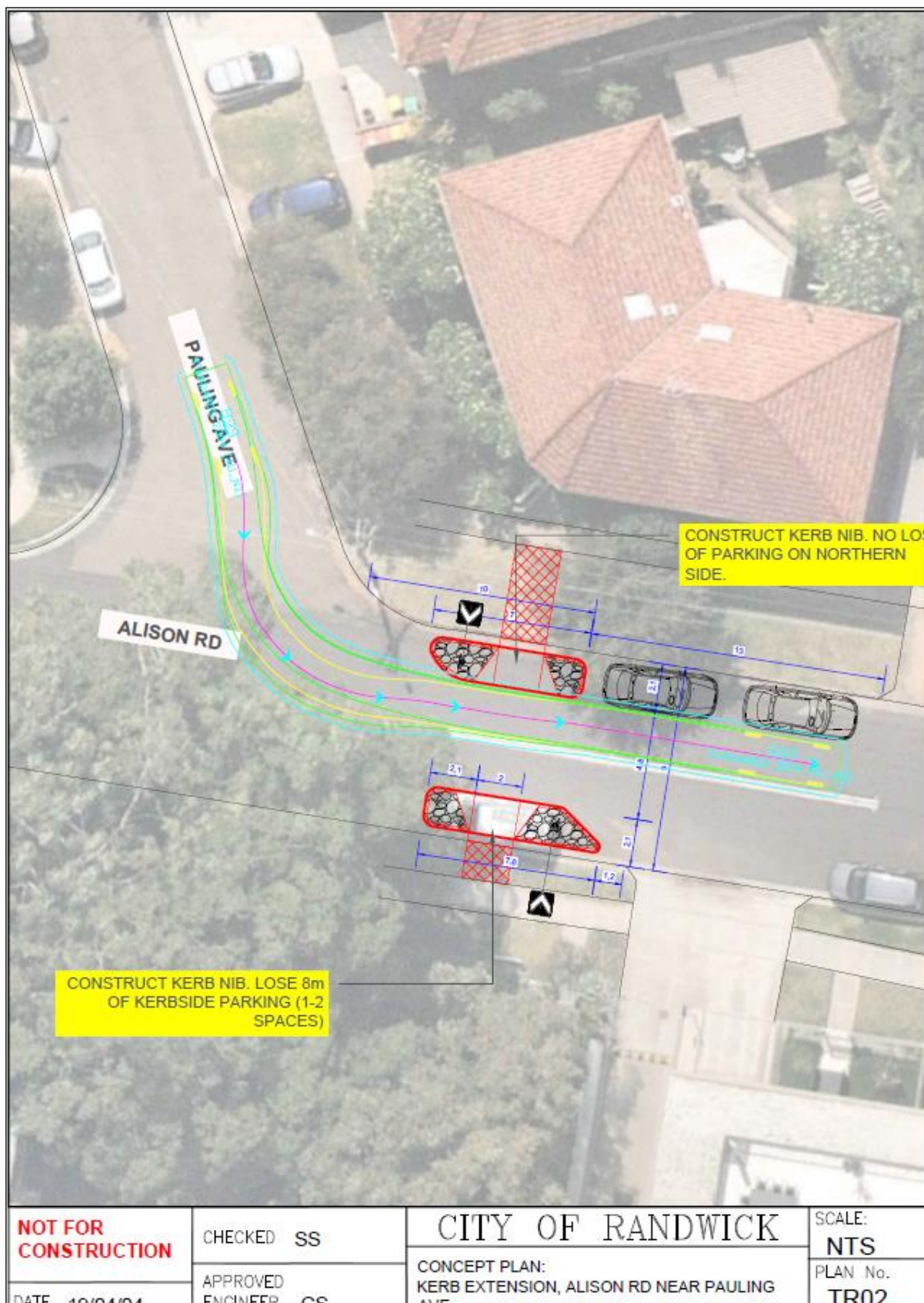
Mr Lehmann displayed the two designs (see following images), being a pedestrian refuge, as well as a kerb nib arrangement. He reminded the participants that, due to the narrowness of Alison Road, at this location, there are greater impacts on parking supply and reduced speed reduction outcomes, with the pedestrian refuge option.

Mr Chilcott (resident) addressed the Committee and informed them of the lengthy timelines undertaken with regard to delivery of this project. He indicated that the objective of the proposed device is to reduce the traffic speed in order to make it safer for pedestrians to cross the road.

It was agreed that this matter be deferred so that all participants could assess the two proposals tabled at the meeting.







Recommendation

That this matter be deferred to the next meeting of this Committee.

TC152/22 Traffic Committee Report - Albion St / Fern St / Hooper St / Wallace St, Randwick (C) (F2004/08338)

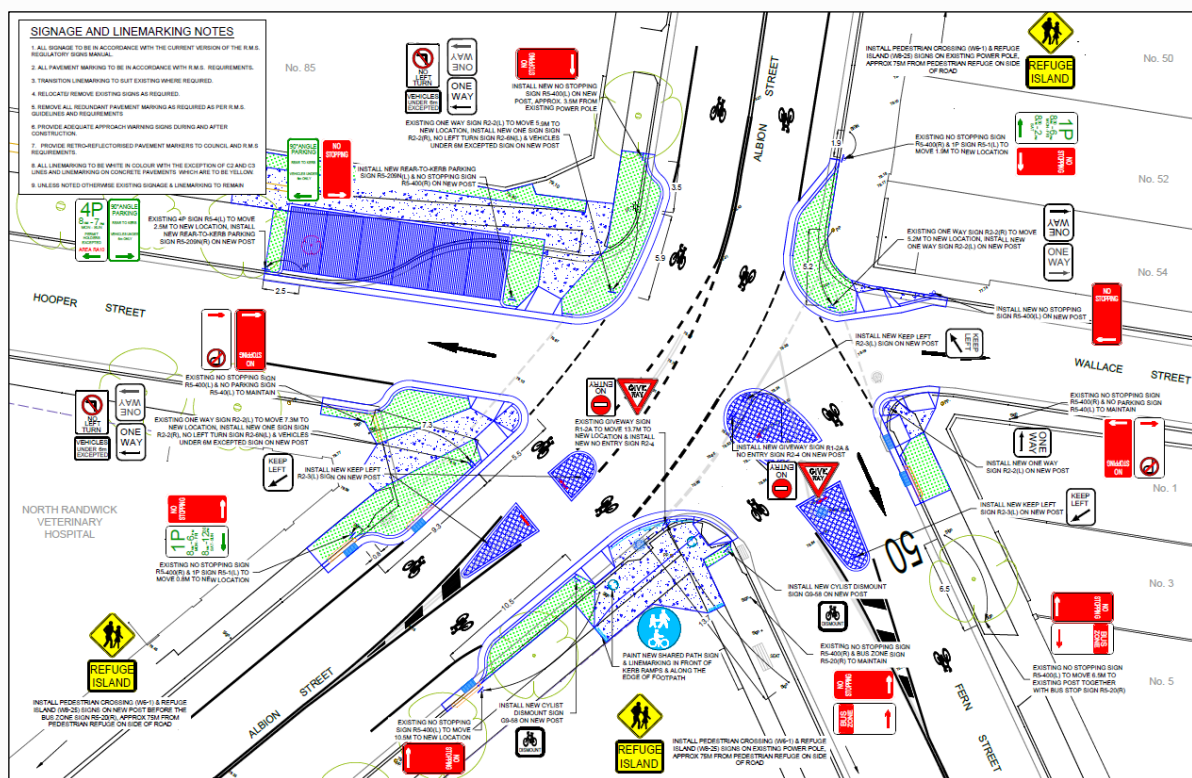
Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.152	D04525915	Road Safety	Pedestrian Safety Improvement Program	JL	Yes

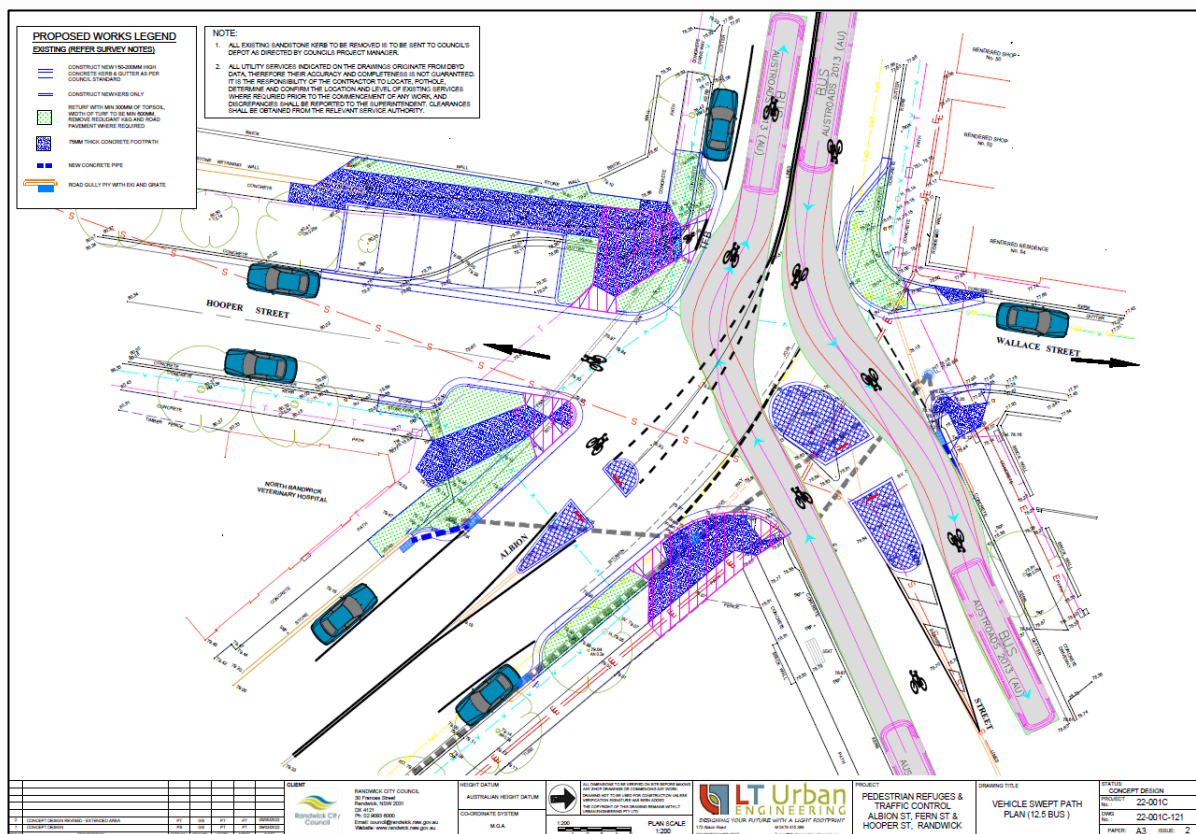
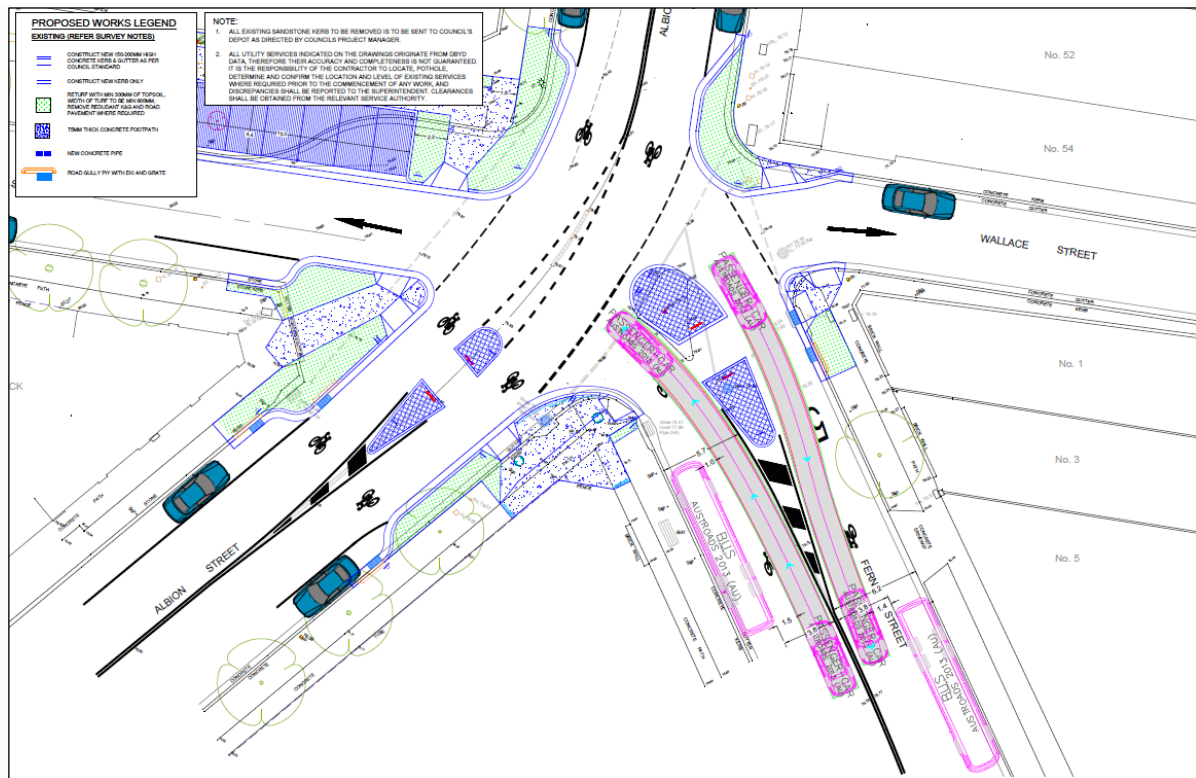
The Albion / Fern / Hooper / Wallace Streets intersection is difficult for all road users – especially for the more vulnerable walking and bike riding modes. In response to the pedestrian / bike safety concerns and the speeding concerns, a change to the layout of the street was proposed at the August 2022 Randwick Traffic Committee meeting. The proposed detailed design to improve the Albion / Fern / Hooper / Wallace Streets intersection was put forward (TC109/22) and Transport for NSW and the local bus operator (Transdev John Holland Group) provided comments to be considered, which included:

1. Investigate right turn movement for bus from Fern Street into Albion Street
2. Review proposed 90° angle parking in the one-way section of Hooper Street
3. Review the bus zones on Fern Street as it could be too narrow.

The Committee recommended that the item be deferred until such time as the above issues were addressed.

Subsequently, the comments were considered and some minor amendments to the detailed design plans were made; supported by swept path analysis. The proposed detailed design plan and the swept path diagrams follow.





Regarding Comment No.2 - regarding the proximity of the proposed Hooper Street perpendicular parking to the Albin Street intersection, it is considered that there are no sight distance safety imperatives, given that Hooper Street is a one-way street away from the intersection, the approach speeds are very low and sight lines are clear. Although TfNSW had a differing opinion, the originally proposed angled parking layout is supported.

Approval by Transdev John Holland Group have been received for the amended plans in terms of bus access and manoeuvring issues. And, it is noted that the 'No Left Turn – Vehicles under 6m

Excepted' control proposed for northbound Albion Street motorists, at Hooper Street, will have to be formally submitted to TfNSW for approval.

Resourcing Strategy implications

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

Mr Roberts (BIKEast) stated that BIKEast was supportive of the improvements to walking and bike riding proposed by this project. He queried, however, the small shared path on the southern side of the intersection. Mr Lehmann stated that he would examine this aspect. Mr Roberts also suggested that Council consider improved access from this location to the new Queens Park cycle path. This was acknowledged.

Mr Lehmann advised that TfNSW had required that the length of No Stopping on the north side of Hooper Street, west of Albion Street, be at least 10m. Mr Lehmann suggested that the current arrangement was very close to 10m and that he would examine this aspect. He agreed that, if required, the single easterly parking space at this location would be removed from the plan.

Recommendation

That:

1. Council apply to Transport for NSW for approval of the proposed 'No Left Turn' traffic control;
2. Following TfNSW's endorsement of the above Recommendation (no.1), localised community consultation regarding the proposal be undertaken;
3. As this location sits upon the Council boundary, liaison also be undertaken with Waverley Council; and
4. Provided that there are satisfactory results from the community consultation and liaison with Waverley Council, the proposed pedestrian refuges, kerb build out and accompanying signage / line marking for the Albion Street / Fern Street / Hooper Street / Wallace Street, Randwick, intersection (as detailed in the plan shown and numbered as D04755914) are endorsed for implementation.

TC153/22 Traffic Committee Report - Belmore Road, Randwick – Step Out Speak Out 2022 (C) (F2022/00441)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.153	D04694236	Event	Temporary Road Closure	RM	Yes

In conjunction with TC120/22 from the September 2022 Traffic Committee, Council needs to facilitate passenger drops-offs, mounted police parking and to provide an area for participants to form up at the start point for the Step Out Speak Out 2022, being held on the morning of Friday, 25th of November 2022. NSW Police have requested that parking is restricted on the north/east and south/west of Belmore Road, Randwick between Avoca Street and Coogee Bay Road / Prowse Road.

It is proposed to utilise the southern kerbside lane (lane 4) for passenger drop-off, with lane 1 for mounted police parking. At 7am, lanes 2 and 3 will be closed to traffic for the formation of the walk. Once walk and end vehicle passes Prowse Road and Cuthill Street, Belmore Road will reopen to traffic.



Resourcing Strategy implications

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

Mr Lehmann advised the Committee that a recent meeting of relevant authorities agreed to relocate the "Form Up / Start Point" into the park (just north of Cuthill Street). He stated that this would reduce the impact on the non-event community (particularly the local bus services).

Recommendation

That parking restrictions and necessary traffic control (as varied by the above comments) are implemented early on the morning of Friday 25th of November 2022, as detailed within this report and within Item TC120/22 (from the September 2022 Traffic Committee meeting), to facilitate a safe passenger drop-off zone on the southern side of Belmore Road, Randwick, allowing mounted police parking on the northern side of Belmore Road, and the gathering of walkers participating in this event.

TC154/22 Traffic Committee Report - Belmore Road, at Arthur Street, Randwick - Loading Zone (C) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.154	D04740568	Signage-Parking	Loading Zone	DA	Yes

A request was received from a butcher shop to create a Loading Zone in Belmore Road close to the business located on Belmore Road, north of Arthur Street. Currently there is a Loading Zone on the western side of Belmore Road, south of Waratah Avenue, which is a bit of distance from this butcher shop.

Subsequent to the request, the site has been investigated and it is suggested that a Loading Zone can be installed near the business. The existing and proposed parking restrictions have been presented to the following tables:

The existing parking restriction on the western side of Belmore Road, north of Arthur Street, is as follows:

Distance (measured from Arthur Street)	Parking Restriction
0-34m	No Stopping
34m onwards	"½P, 8:30am-6:00pm, Mon-Fri and 8:00am-12:30pm, Sat"

Given that the existing No Stopping on the departure side of this signalized intersection seems excessive, it is proposed to reduce the No Stopping zone by 8m and create a loading at that location.

The proposed parking restrictions on the western side of Belmore Road north of Arthur Street as follows:

Distance (measured from Arthur Street)	Parking Restriction
0-26m	No Stopping
26m-34m	"Loading Zone, 8:30am-2pm, Mon-Fri" ½P, 2pm-6:00pm, Mon-Fri, 8:00am-12:30pm, Sat"
34m- onwards	"½P, 8:30am-6:00pm, Mon-Fri and 8:00am-12:30pm, Sat"

Resourcing Strategy implications

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

Recommendation

That the proposed parking restrictions on the western side of Belmore Road, north of Arthur Street, Randwick, as presented in the table, be approved for installation.

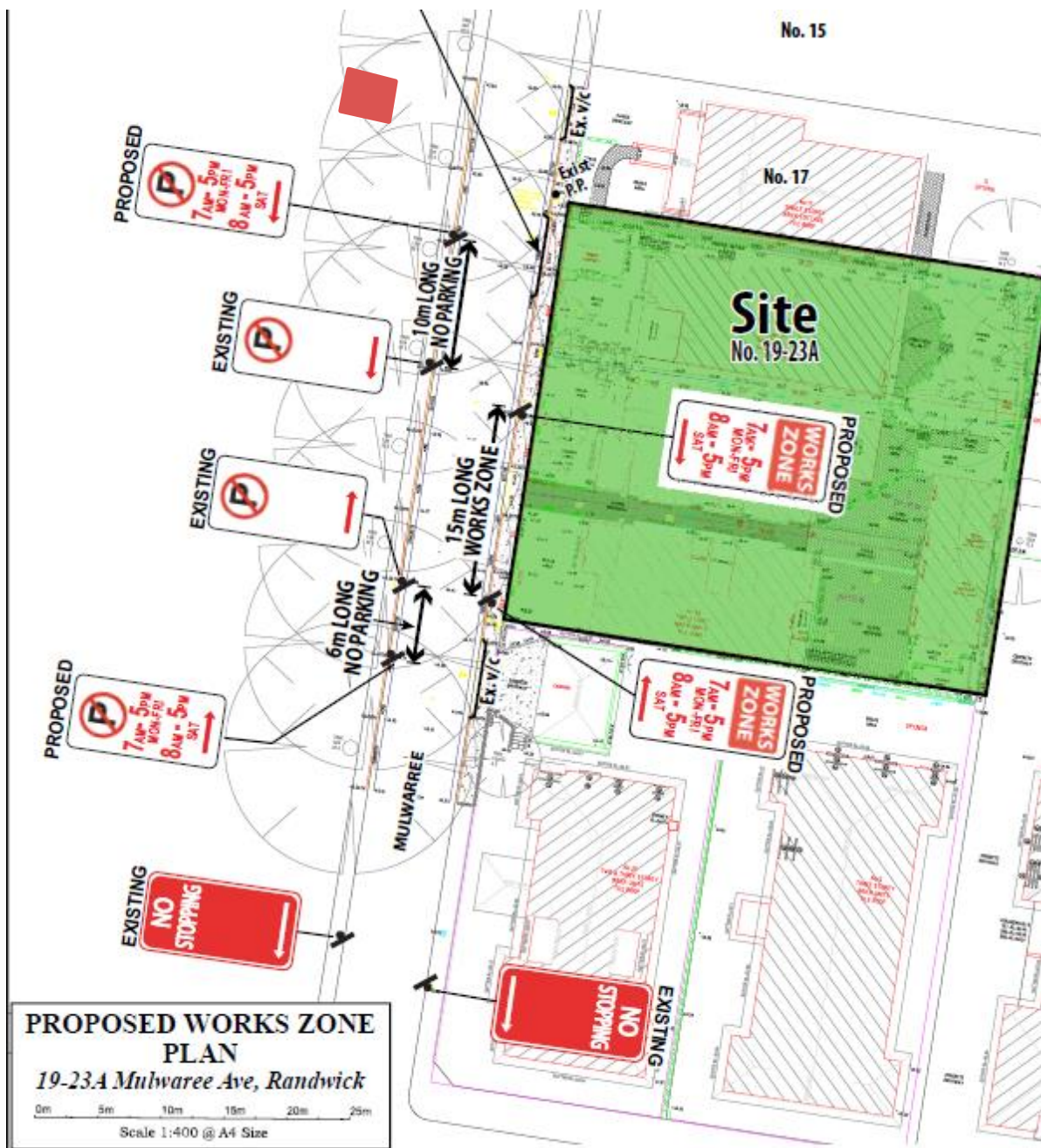
TC155/22 Traffic Committee Report - Mulwarree Avenue, Randwick (C) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.155	D04748054	Signage-Parking	Works Zone	DA	Yes

A Works Zone application has been submitted in associated with the approved works to construct a boarding house at nos19-23A Mulwarree Avenue, Randwick. The works zone details are as follows:

1. Initial 52 weeks' duration.
2. 15m 'Works Zone' along the site frontage (eastern side of Mulwarree Avenue).
3. Proposed timing for the 'Works Zone' is 7am-5pm Mon-Fri and 8am-5pm, Sat.
4. 16m proposed 'No Parking' zone opposite the Works Zone.

The proposed signage modifications are shown in the Figure below.



The proposed Works Zone is currently within an unrestricted parking area. To safely maintain two-way movement on Mulwarree Avenue whilst operating a Works Zone in this location, it is necessary to convert a section of kerbside area opposite to 'No Parking'. This will result in a temporary loss of approximately 3 unrestricted parking spaces. Whilst a loss of parking is not ideal, given that it is a temporary arrangement, and considering the need to maintain road safety, it is considered a necessary arrangement. These Works Zone arrangements were identified in the amended Construction Traffic Management Plan (CTMP), which was approved by Council on 19 October 2022.

Resourcing Strategy implications

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

Recommendation

That the Works Zone for nos19-23A and associated No Parking signage, be approved as per the provided plan.

TC156/22 Traffic Committee Report - Varna Street, Clovelly (C) (F2022/00096)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.156	D04751095	Event	Road Closure – Temporary	RM	Yes

After three years absence, the annual Christmas street party of St Lukes Anglican Church, at Clovelly, is scheduled for Sunday, 4th of December 2022, from noon till 9pm. As per previous years, the church has requested consideration of a temporary road closure of Varna Street, between Carlton Street and Arden Street.



Randwick Council is supportive of small street parties which contribute to the overall sense of community for our residents. Since the diversion routes fall within the Waverley Council area, therefore, it is suggested that approval be sought from Waverley Council as well.



Resourcing Strategy implications

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

Recommendation

That approval be granted for the temporary road closure of Varna Street, Clovelly, on Sunday, 4th of December 2022, between noon and 9pm, to facilitate a Street Party, provided that the following conditions are adhered to:

1. Waverley Council be notified about the road closure and approval be sought regarding the proposed diversion routes;
2. The Council prepares a traffic control plan in accordance with the relevant guidelines and standards showing the location of barricades, 'Detour' signs, 'Road Closed Ahead' signs, and other relevant signs;
3. The Council shall close the roads in accordance with the approved traffic control plan, unless otherwise directed by Police;
4. The applicant shall not occupy the carriageway or footway of the road until the road closure has been effected, in accordance with the approved plan;
5. All traffic control devices will be installed in accordance with Australian Standard 1742.3;
6. No fixtures of a permanent nature shall be located on the public way;
7. At all times, access to adjoining premises in the proposed street closure shall be maintained to the satisfaction of the Emergency Services (ie at least a 3 metre wide 'clear path' shall be retained - clear of any installation - in the event that emergency services access is required). All services (fire hydrants etc.) shall be kept free of any obstructions;
8. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the street to traffic;

9. The applicant shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities;
10. The applicant shall comply with any reasonable request or direction of City Rangers, other Council staff or the Police;
11. Council reserves the right to cancel or amend the conditions of approval at any time.
12. The event organiser is to be in regular contact with Council's authorised traffic controller(s);
13. During the event, the event organiser have available the Traffic Control Plan (TCP) and the approval letter;
14. All attendees comply with the approved TCP;
15. Noise generated by the street party is controlled in accordance with the Protection of the Environment Operations (Noise Control) Regulation 2000;
16. The area is maintained in a clean and tidy condition; and
17. It is clearly understood that non-compliance with any of the abovementioned conditions may result in immediate cancellation of the approval and the event.

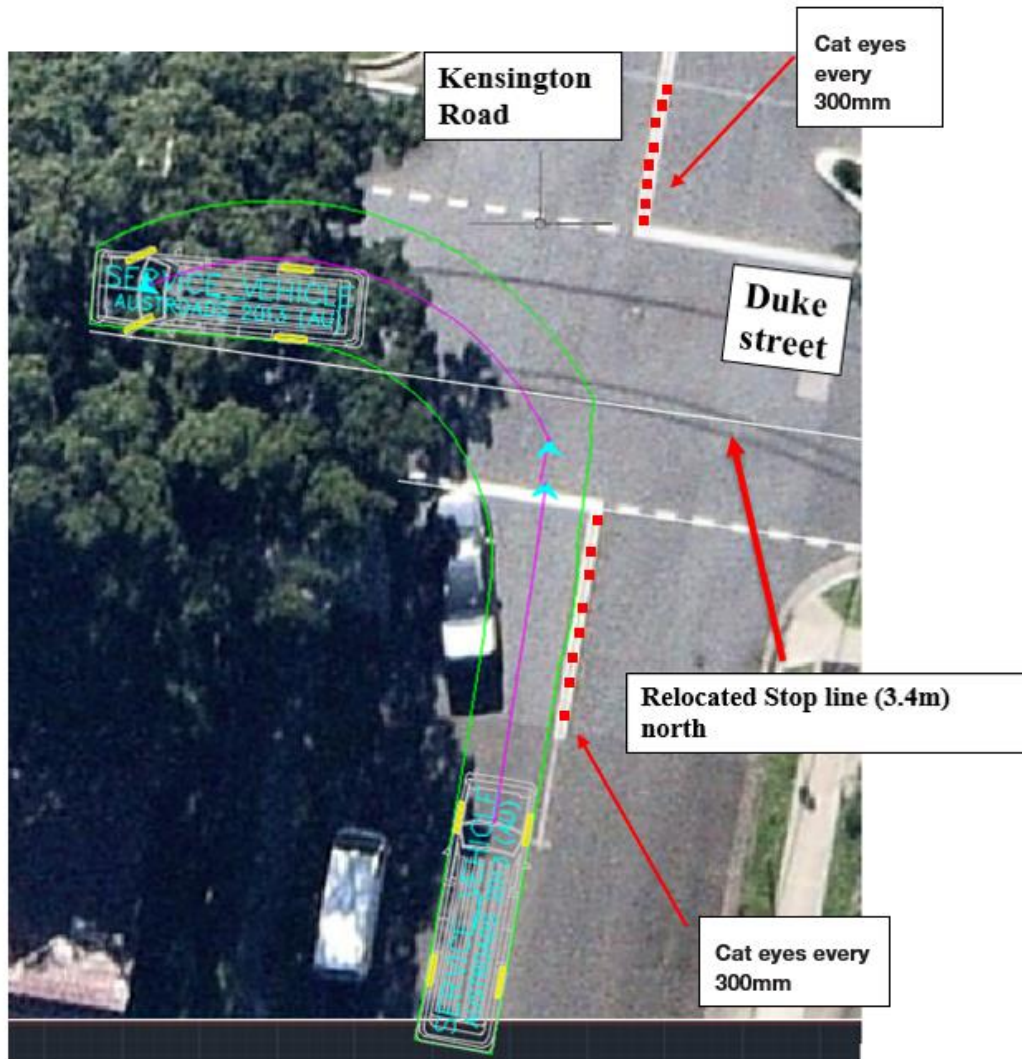
**TC157/22 Traffic Committee Report - Duke Street and Kensington Road, Kensington (H)
(F2008/00622)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.157	D04525933	Line Marking	Lane Lines	AY	Yes

Concerns have been raised by a number of residents regarding the safety of the intersection of Duke Street and Kensington Road, Kensington. Vehicles travelling north on Kensington Road are required to Stop before crossing the intersection, due to the presence of Stop lines and Stop Signs. Despite these measures, sight distance is still possibly compromised due to large street trees located to the east and west of intersection.

To counteract this issue Council is proposing to extend northerly the existing 'STOP' line and line marking 3.4m north of its current location, thereby increasing sight distance and the safety of the intersection.

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



In conjunction with the Stop hold line being shifted northerly, it is also proposed that the existing double centrelines in Kensington Road, south of Duke Street, be extended further northerly to meet the proposed new location of the Stop control hold line. And, it is proposed that a fifteen metre length of double centreline be installed in Duke Street, on each approach to Kensington Road.

Resourcing Strategy implications

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

Mr Lehmann advised the Committee that TfNSW would like to see a plan detailing all of the kerblines, street trees and proposed linemarking, prior to endorsing this proposal.

Recommendation

That, provided that TfNSW is satisfied with a detailed plan of this proposal, to be submitted to them:

- 1 The existing STOP line and double centreline road markings in Kensington Road, south of Duke Street, be shifted northerly by approximately 3.4m from its current location and
- 2 A 15m length of double centreline be installed in Duke Street on both the eastern and western approach to Kensington Road

TC158/22 Traffic Committee Report - Anzac Parade, Little Bay (M) (F2015/00395)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.158	D04502510	Traffic Device	Bollard	TL	Yes

At the Traffic Committee meeting of June 2021, the Committee recommended the following actions from TC91/21 regarding the area near no.1407A Anzac Parade, Little Bay:

1. The businesses in this area be consulted regarding the proposed installation of the loading zone and the proposed permanent installations as per Image 1-concept plan;

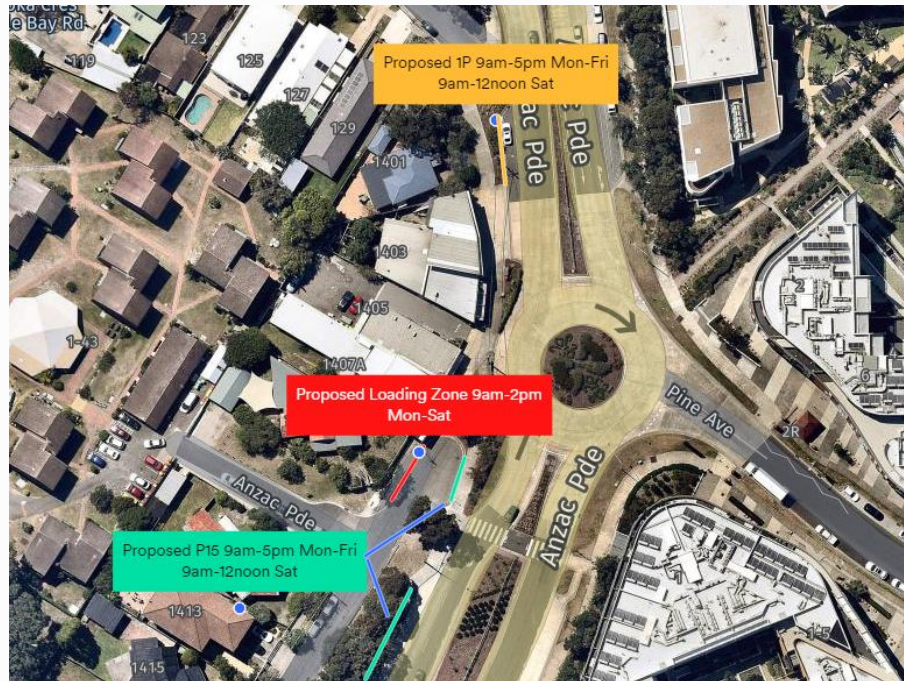


Image 1: Concept Plan with proposed parking control changes

2. The layback is removed and replaced with kerb and gutter at the cul-de-sac end of Anzac Parade, adjacent to no.1407A Anzac Parade, Little Bay as per the proposed image 2 - concept plan;
3. Permanent bollards are installed on the footpath, approximately 5m from the cul-de-sac end of Anzac Parade, as per the proposed image 2-concept plan;



Image 2: Concept Plan with proposed changes

Randwick City Council consulted residents and businesses on the proposal. There were four letters sent with no responses supporting and one (1) response opposing the proposal. The response opposing the proposal noted the following concerns:

- The proposed kerb to replace the layback would restrict delivery operations for the business, as they use a 'walkie-stacker' to move goods between the delivery vehicle and their door, which requires a layback to ramp up and down between the road and footpath;
- The proposed location of bollards could impede access for the 'walkie-stacker' between the telephone booth, footpath and their shop-door; and
- The time restrictions proposed for the 15-minute parking does not reflect their business hours and would not be respected by motorists and residents nearby.

Following a review of the submission received, Randwick City Council propose the following to improve safety for pedestrians and vehicles, and ensure business operations are maintained:

- The installation of bollards along the footpath outside no.1407A and no.1405 Anzac Parade to provide a more easily understood separation of pedestrians and vehicles, and within the garden bed as shown in image 3 and image 4;
- The installation of a warning sign denoting "watch out for pedestrians"; and
- No parking changes to the current arrangement as they are not required by the business, no.1407 Anzac Parade, already has off-street parking for their customers.



Image 3 – Proposed concept plan

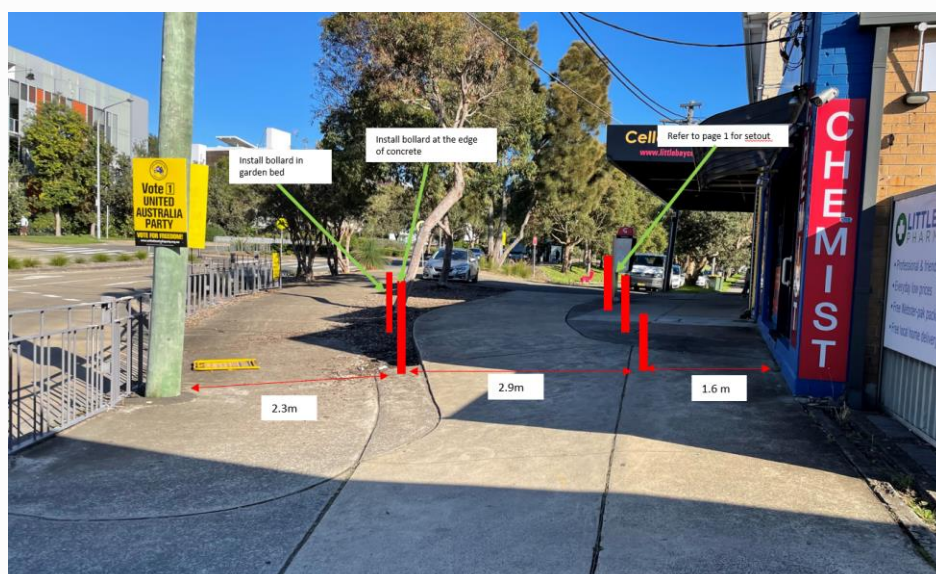


Image 4 – Proposed concept plan

Resourcing Strategy implications

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

Mr Roberts (BIKEast) stated that BIKEast preferred this proposal, over the previously endorsed proposal. BIKEast also suggested that reflective materials be affixed to the proposed bollards so that they were more visible in the evening for all road users.

During discussion regarding this location Mr Subel (TfNSW) raised the issue of the nearby Anzac Parade multi-lane pedestrian crossings, just south of Pine Avenue. Mr Lehmann acknowledged that there could be improvements made at this location – especially regarding bringing the travel lanes down to a single lane at the pedestrian crossing. He advised that his team was currently examining this matter and that a report would be brought back to the Committee next year.

Recommendation

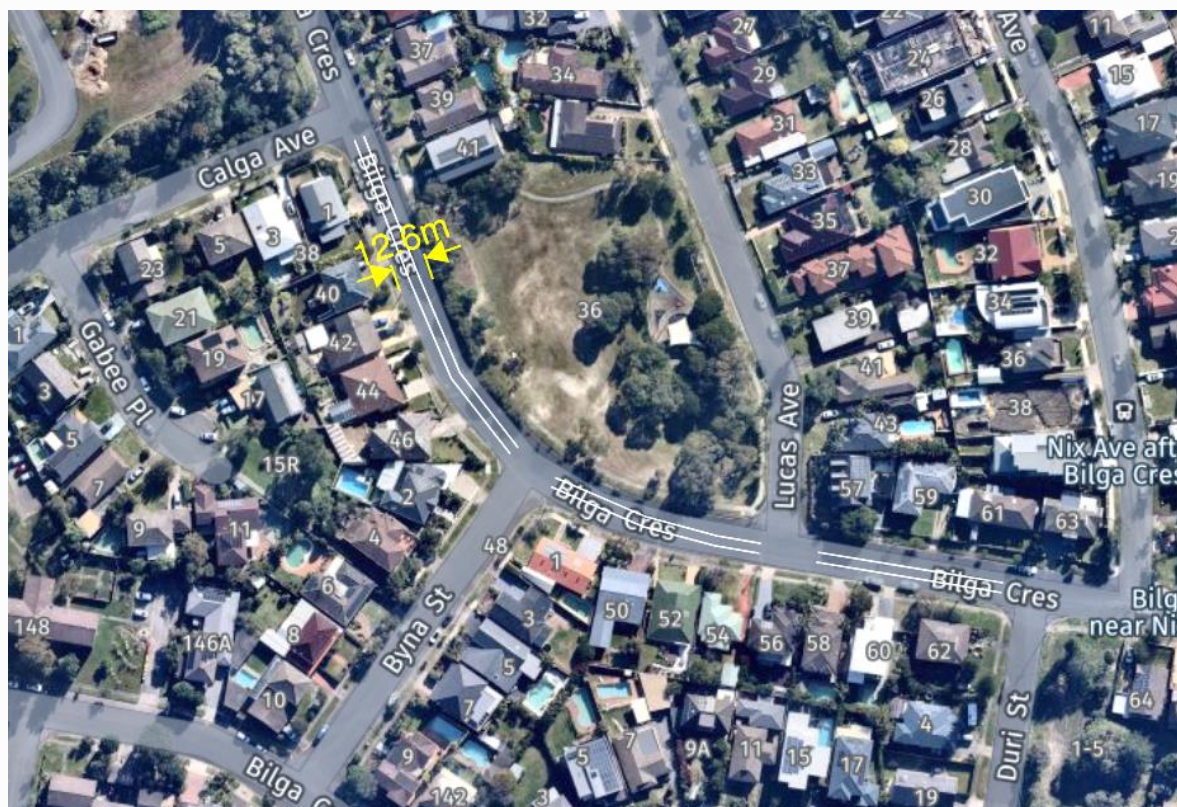
That, regarding the area near no.1407A and no.1405 Anzac Parade, Little Bay:

1. Bollards, with reflective materials affixed, are installed along the footpath and within the garden bed outside 1407A and 1405 Anzac Parade, as per Image 3 and 4; and
2. A warning sign denoting “watch out for pedestrians” is installed, as per the details provided within the report.

TC159/22 Traffic Committee Report - Bilga Crescent, Malabar (M) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.159	D04707672	Line Marking	Double Barrier (BB) lines	DA	Yes

In order to improve safety and provide guidance to motorists as they traverse the bend on Bilga Crescent between Calga Avenue and Duri Street, it is proposed to install approximately a 250m length of double central barrier (BB) lines as per the following diagram:



Resourcing Strategy implications

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

Ms Akhter (RCC) advised that the resident who raised this matter, had expressed concerns that the double centrelines may preclude residents from turning into their driveways. Mr Lehmann explained that it was possible, under NSW Road Rules, to turn into or out of a driveway or street across double centrelines. He suggested that better driver compliance would be achieved with the originally suggested double centrelines through to Calga Avenue.

Recommendation

That a 250m length of double centrelines (BB) be installed in Bilga Crescent between Calga Avenue and Duri Street, Malabar.

TC160/22 Traffic Committee Report - Caley Street, at Wassell Street, Chifley (M) (F2008/00622)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.160	D04595490	Line Marking	Lane Lines	AY	Yes

Concerns have been raised by a resident regarding road safety conditions at the intersection of Caley Street and Wassell Street, Chifley. It has been suggested that improvements are required to address these issues.

To address these concerns, it is considered that additional signage and line-marking be installed. Installing double BB centre lines will increase awareness of the upcoming intersection and provide clearer entry/exit points of Caley Street. Installing a 'Keep Left' sign and white line marking around the existing concrete median island will further increase awareness of the upcoming intersection.

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



Resourcing Strategy implications

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

Recommendation

That;

- 1 A double sided 'keep left' sign be installed upon the existing concrete median island in Caley Street, at Wassell Street;
- 2 White line marking is installed around the existing median island in Caley Street at Wassell Street, and
- 3 A 10m length of white double centrelines be installed, extending southerly from the Caley Street median island (at Wassell Street) into Caley Street.

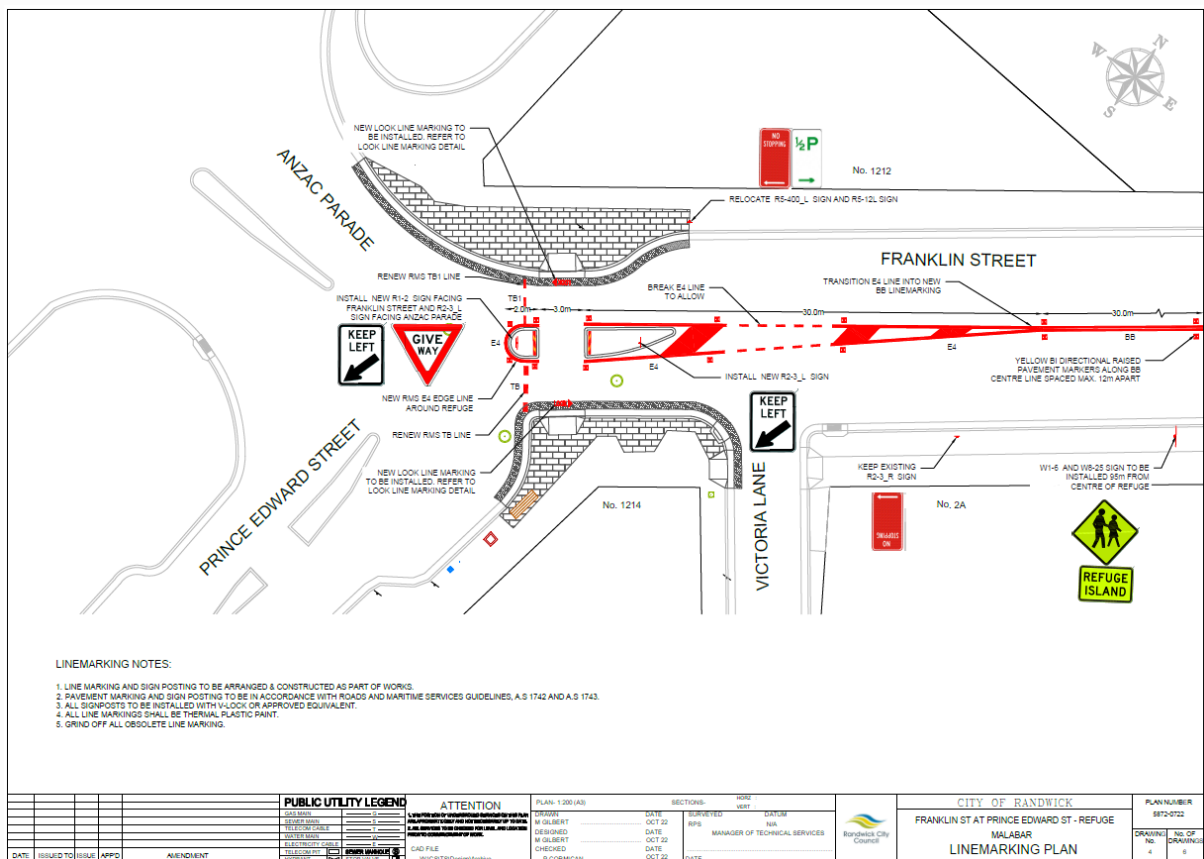
TC161/22 Traffic Committee Report - Franklin Street (east) / Anzac Parade, Malabar - Pedestrian Refuge (M) (F2005/00825)

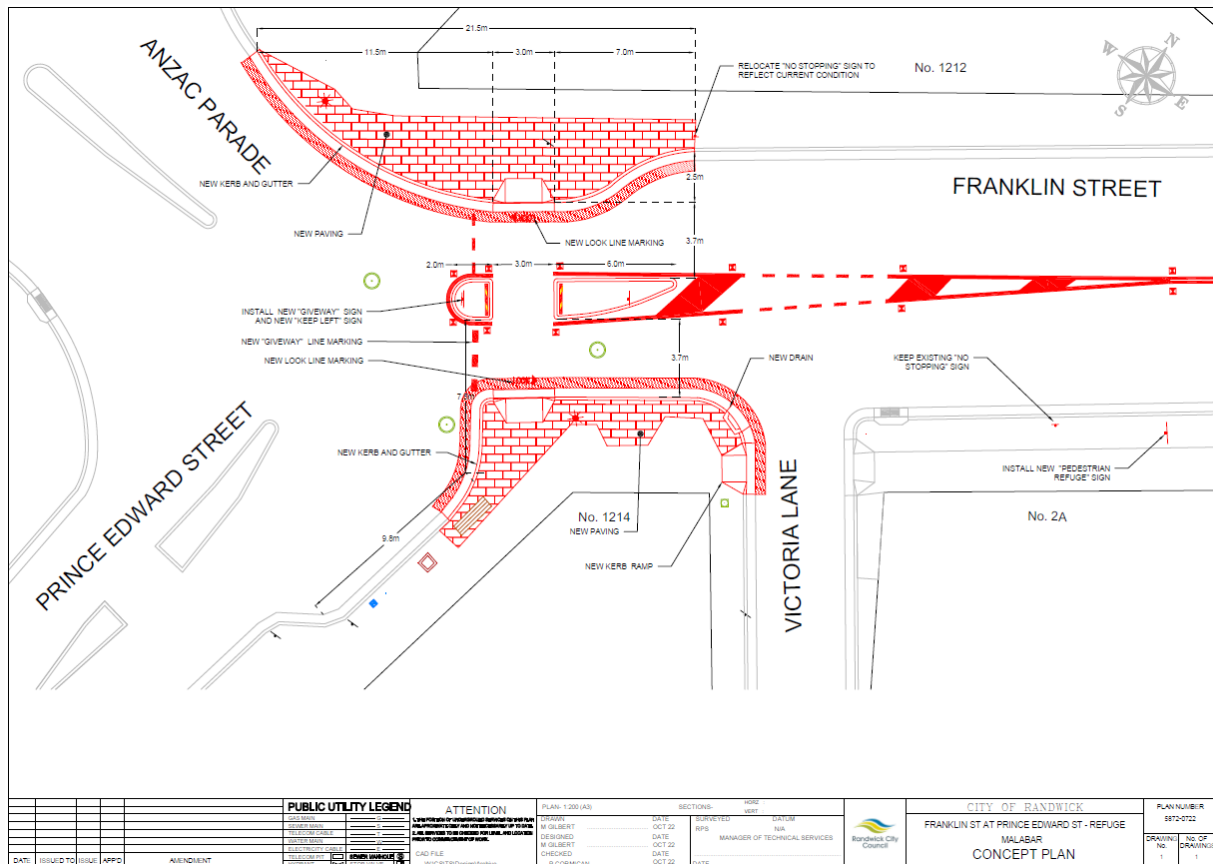
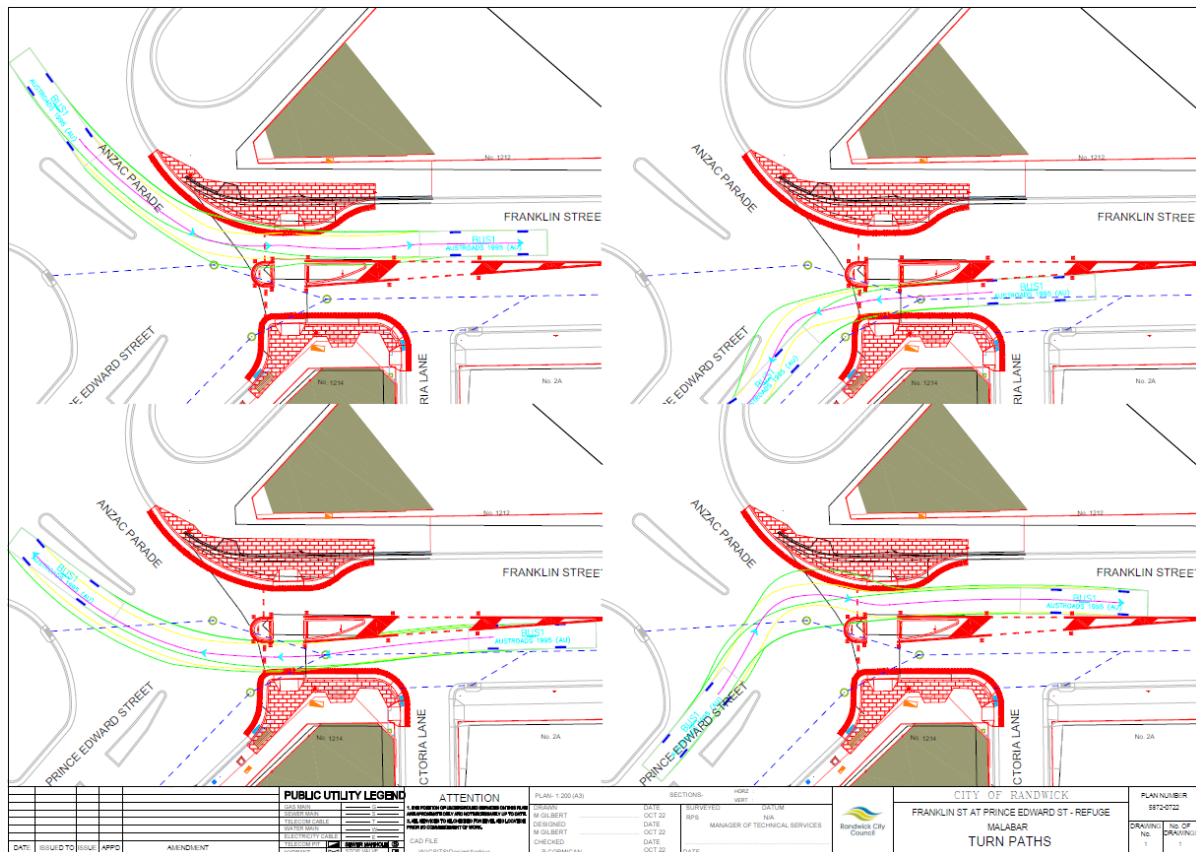
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.161	F2005/00825	Pedestrian	Refuge	CS	Yes

Concerns have been raised in the community regarding pedestrian safety when crossing Franklin St at the (northern) intersection with Anzac Parade (adjacent to the Heritage Kitchen Garden at 1212 Anzac Parade).

As a centrally located intersection in the Malabar village centre, this intersection experiences high volumes of both pedestrians and vehicles. The geometrical arrangement of the intersection also creates challenges for pedestrians in identifying suitable crossing gaps across Franklin St. To improve safety for pedestrians in this prominent location, it is proposed to install a pedestrian refuge at this intersection. Such a refuge would assist in slowing the speed of passing motorists and would provide a place where the many pedestrians could 'stage' their crossing of Franklin St.

The concept design, set out, line-marking and swept path plans are provided in the figures below.





Resourcing Strategy implications

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

Mr Lehmann advised that TfNSW had stated that, as this proposed pedestrian refuge is very close to the Anzac Parade / Franklin Street traffic signals, the traffic signal plan may need to be revised to show this device. Mr Subel (TfNSW) confirmed this likelihood and indicated that he would provide further advice directly to the Council.

Recommendation

That, provided that the Council meets TfNSW requirements, the proposed pedestrian refuge in Franklin Street, at its northern intersection with Anzac Parade (as detailed in the plans shown) is endorsed for construction.

TC162/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - November 2022 (C & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.162	F2004/06136	Signage Parking	Other (Time Limits or Solutions)	AY	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC162/22.1	Belmore Road, RANDWICK (C) (D04737569-AY) (AD)	Replace the northernmost 6m of the existing "1/2P 8:30am - 4pm Mon-Fri, 8:30am-12:30pm Saturday" parking restriction on the east side of Belmore Road, Randwick, south of Alison Road (in front of 3 Belmore Road) with 6m of "1/4P 8:30am-4pm Mon- Fri, 8:30am-12:30pm Saturday" parking restriction.	Yes	To improve the ability of eligible mobility-impaired patrons to park close to the pharmacy.
TC162/22.2	Rainbow Street, RANDWICK (C) (D04744385-AY) (AD)	Convert existing Mobility Impaired Person's Parking space (MIPPS) "8am-6pm Mon-Sun", adjacent to 169 Rainbow Street, to a full time MIPPS	Yes	To meet the parking needs of local, mobility Impaired residents.
TC162/22.3	Jacques Street, KINGSFORD (M) (D04734179-DA) (AD)	Install 2 resident parking spaces "2P, 8am-8pm, Mon-Fri, Permits Holders Excepted, Area KF3" on the eastern side of Jacques Street, in front of 5 Jacques Street, Kingsford, starting at the northern property boundary of 5 Jacques Street and continue 10m southerly.	Yes	To create improved opportunity for he eligible resident to park close to his residence.

TC162/22.4	Fenton Avenue, MAROUBRA (M) (ITD-RM) (AD)	Install 7.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 1 Fenton Avenue, Maroubra.	Yes	To assist eligible mobility-impaired visitors to park close to McKeon Street outlets and activities.
TC162/22.5	Mons Avenue, MAROUBRA (M) (D04698509-AY) (AD)	Install 5.5 Mobility Impaired Person's Parking Space (MIPPS) directly in front of 11 Mons Avenue, Maroubra.	Yes	To assist eligible Mobility Impaired resident park close to their property.

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.

TC163/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - November 2022 (C) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.163	F2005/00521	Signage	Works Zone	CS	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.	Brook Street, COOGEE (C)	W	12	158 Brook Street	Unrestricted	LA/984/2022 D04745402-CS (AD)
REMOVAL						
2.				NIL		

(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 and 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.

TC164/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - November 2022 (C) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.164	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.	Bream Street	Coogee (C)	North	Extending 2m westerly (to 12m No Stopping)	West	Mount Street (8m space between the No Stopping and the driveway of 59 Bream Street is insufficient for two car spaces)	D04751305-DA (AD)
2.	Carrington Road	Randwick (C)	North	10m	East	Glebe Street	D04755100-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.

TC165/22 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - November 2022 (C, H & M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.11.165	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 \$2.2M.

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. Apart from the Anzac Paths Project (APP), all listed projects are 100% externally funded (APP is funded on a 50/50 basis). The following table shows the status of projects approved for the current, financial year.

TfNSW / (Council) References	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856 (D04651015)	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Notification received
P.0078507 (D04699235)	Bilga Crescent & Anzac Parade, Maroubra <i>(Installation of green bike lane across entry to Bilga Crescent, move stop or give-way lines forward using paint markings)</i>	Australian Government Black Spot Program	\$30,160	Notification received
P.0078509 (D04699235)	Moverly Road & Garrett Street, Maroubra <i>(Install a single lane roundabout, including all traffic calming, line marking, lighting and signage)</i>	Australian Government Black Spot Program	\$324,000	Notification received
P.0078510 (D04699235)	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

P.0079384 (D04733866)	Anzac Parade Paths Project (APPP) <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	<i>50/50 Funding</i> - \$396,000 TfNSW & \$396,000 Randwick Council	Consultant has been engaged. Gathering data currently, preparatory to early community consultation).
P.0079383 (D04730658)	Bundock Street & Sturt Street <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	Notification received
P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	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

TC166/22 Anzac Parade, La Perouse - The Loop (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.166	D04767170	Signage, Parking	No Parking, Authorised Vehicles Excepted	TL	Yes

Mr Lehmann advised that, in order to meet the parking needs of the stallholders for the Blak Markets, at Bare Island, the Council recently installed 'Council Authorised Vehicles Excepted' wording upon the existing 4P time limit signs in part of the Anzac Parade Loop, at La Perouse. Mr Lehmann explained that the stallholders participating in these markets, which are held quarterly, would not be able to comply with the signposted restriction during the day of the event. Accordingly, Council seeks to support these markets by granting stallholders exemptions to the parking controls. Mr Lehmann indicated verbally the location to which these controls apply and this is reflected in the image below.



Recommendation

That the 4P parking limit, at the location indicated in the attached diagram, be modified by the addition of the following wording 'Council Authorised Vehicles Excepted'.

TC167/22 Bundock Street / Ellen Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.167	D04767746	Signage, Parking	Other (Time limits or Solutions)	TL	Yes

Mr Ryan (resident) informed the Committee that a local resident had recently emailed him, and Mr Lehmann, regarding a recent pedestrian incident upon Bundock Street. Mr Ryan hypothesised as to the reasons for this incident.

Mr Ryan asked that Mr Lehmann examine the email received and consider the resident's request. Mr Lehmann noted Mr Ryan's request.

Recommendation

That the information be received.

TC168/22 Rainbow Street, Randwick (C & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.168	D04295273	Road Safety	School Safety	TL	Yes

Mr Subel (TfNSW) informed the participants that community consultation was currently underway regarding suggested changes to parking controls near the Rainbow Street Public School.

He provided the following link for consultation, which was to close on 11 November, 2022:

<https://www.nsw.gov.au/have-your-say/rainbow-st-school-safety-improvement>

Recommendation

That the information be received.

TC169/22 Sense of Community Street Parties (C, H & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.169	F2009/00454	Event	Temporary Road Closure	CS	Yes

Mr Saunders (RCC) informed the Committee that a number of street party applications had been received by the Council. It was explained to the Committee that Council supports street parties on local streets and develops traffic control plans and provides traffic control staff for the day; all in line with Council's motto – "A Sense of Community".

Mr Saunders sought confirmation that such applications be emailed to the Technical Sub-Committee of the Traffic Committee (Police and TfNSW representatives) for consideration, with a formal report coming back to the Committee, at an appropriate time.

Recommendation

That applications for "Sense of Community" street parties, be considered by the Technical Sub-Committee of the Traffic Committee, with a formal report coming back to the Committee, at an appropriate time.

TC170/22 Pick Up / Drop Off areas (C, H & M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.11.170	D04725047 & D04733826	Signage, Parking	Other	TL	Yes

Councillor Burst queried the progress with the introduction of PUDO (Pick Up, Drop Off) zones across all areas of the Council. Mr Lehmann advised that there is a process underway of surveying all 25 of the Council's commercial centres, regarding their parking requirements. This process is seeking the views of commercial operators and local residents regarding the parking controls in commercial centres. He advised that this process, which will include questions about the possible introduction of PUDO zones, may take some time. Cr Burst acknowledged this advice.

Recommendation

That the information be received.

The meeting closed at 10:13am.