



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 14 FEBRUARY 2023 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) 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:

Tony Lehmann	Randwick City Council (Chairperson)
Anwar Subel	Transport for NSW (TfNSW)
Sgt MattThompson	Eastern Beaches Police
Van Le	Transport for NSW (TfNSW)
Jerimia Tukadra	Transport for NSW (TfNSW)
Kate Lewis	Transport for NSW (TfNSW)
Bushara Gidiess	Transdev John Holland
Rino Mucciacciaro	Transdev John Holland
Helen Fragakis	South Eastern Sydney LHD Health
Lillian Azrag	UNSW
Lee Roberts	BIKEast
Anthony Ryan	Resident
Paul Chilcott	Resident
Noni Lewis	Resident
Davinia Greenberg	Resident
Geoff Senior	NSW Ambulance Service

Duncan Scott, Chris Saunders, Dilruba Akhter, Reza Ahmed, Jay Lee-Pieterse, James Nguyen, Ruby Phillips, Maaz Khan, Lachlan Wood & Heidi Leadley - Randwick City Council

Apologies:

Apologies were received from:

- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra
- Cr Michael Olive and Cr Phillipa Veitch

Matters Arising from the Minutes OR from Council Resolutions

Nil.

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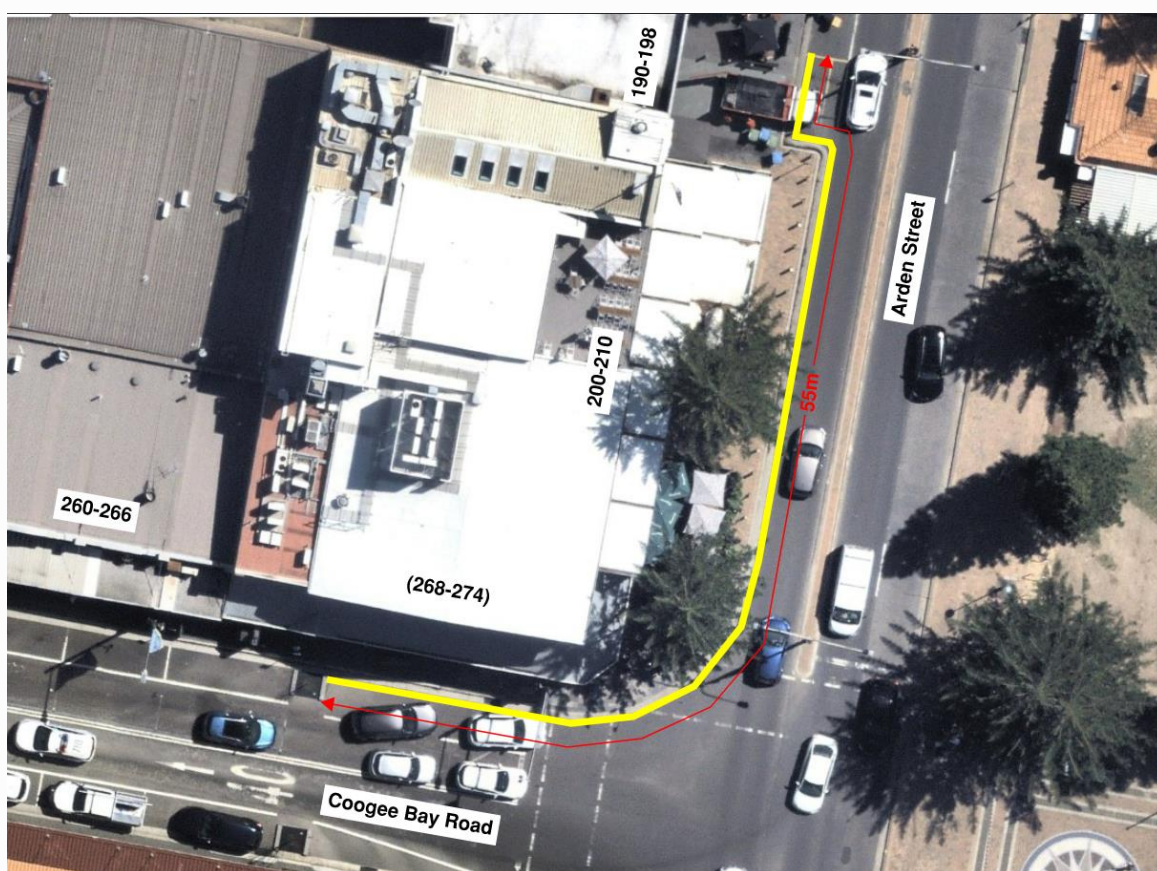
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TC1/23 Traffic Committee Report - Arden St / Coogee Bay Rd, Coogee - No Stopping Lines (C) (F2022/00305)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.1	D04720715	Linemarking	Other	RM	Yes

Concerns have been raised with the Council about the obstruction of the driveway access from 190-198 Arden Street, Coogee NSW 2034. Continuous illegal parking across the driveway of 190-198 Arden Street, prevent residents from accessing their off-street parking space. Installation of No Stopping C3 yellow linemarking at this intersection will prevent illegal parking and improve safe sight distance.



Resourcing Strategy implications

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

Recommendation

That 55m of C3 yellow No Stopping linemarking be installed at the intersection of Arden Street and Coogee Bay Road, Coogee, commencing 20m west of Arden Street, heading towards Arden Street and terminating 55m north of Coogee Bay Road, as illustrated in the diagram above.

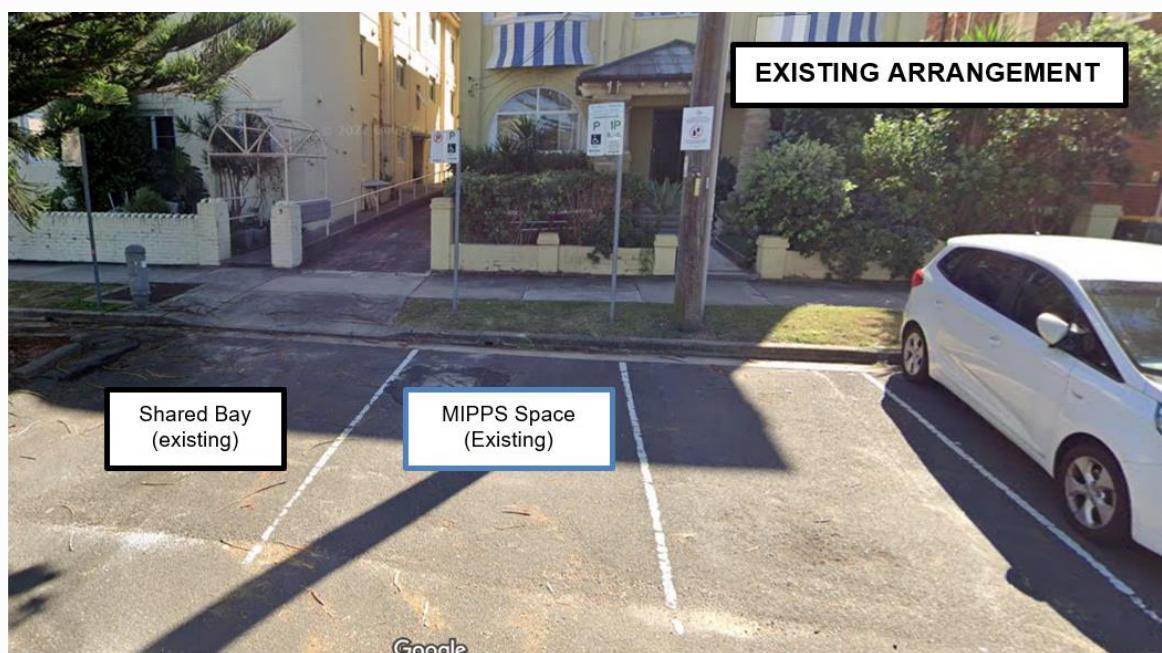
TC2/23 Traffic Committee Report - Baden Street, Coogee - Mobility Impaired Person's Parking (MIPPS) Relocation (C) (F2023/07866)

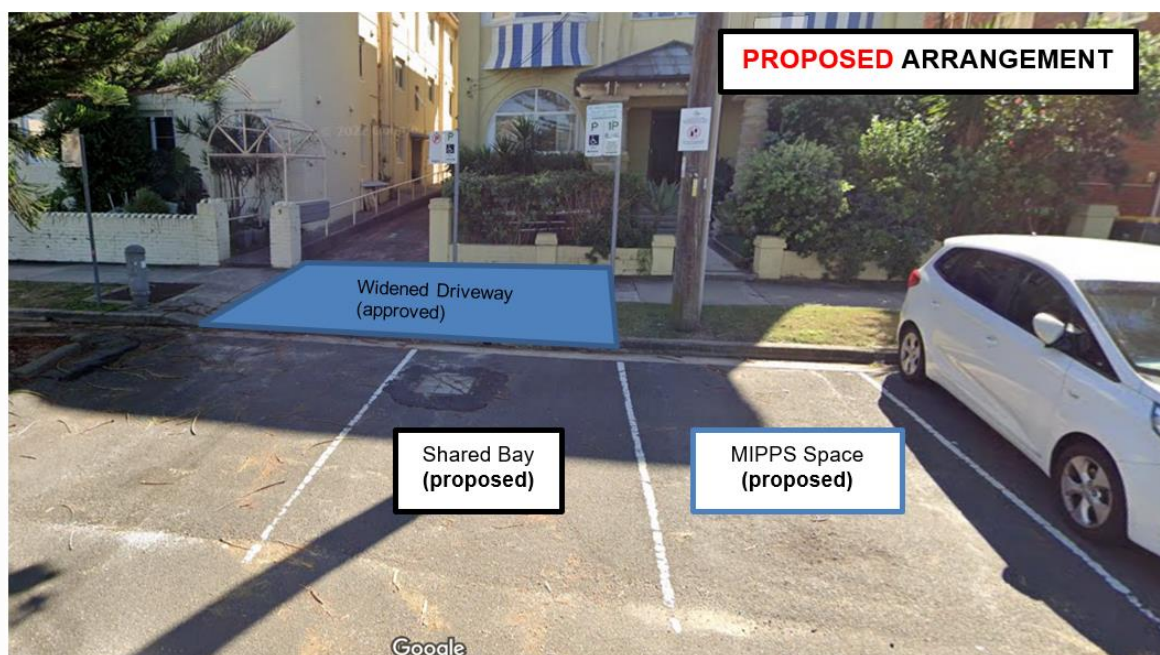
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2023.02.2	F2006/00432	Signage Parking	MIPPS	CS	Yes

Number 5 Baden Street, Coogee has received approval for a Development Application comprising a driveway widening. This approved widening will result in a loss of one on-street parking space, which in this case is an existing Mobility Impaired Person's Parking space (MIPPS). Noting the prominent location near Coogee Beach, it is recommended to relocate rather than lose the MIPPS space, as this area is prominently located within Coogee and should remain accessible for mobility-impaired community members.

It is therefore recommended to relocate the existing MIPPS zone one space easterly. Under AS2890.6, an accessible parking space must typically provide an adjacent 'shared' space to accommodate persons entering or alighting a vehicle. Parking cannot be permitted within the 'shared space'. As with the existing arrangement, the 'shared' bay would be effectively in front of the driveway to no.5 Baden Street. Whilst a shared bay is typically not shared with vehicle maneuvering, under Section 4.5.1 of AS2890.5:2020, if there is insufficient space available, a local authority may select the most accessible design based on the local conditions. In this case, where there is clear visibility, in a low speed, low-trafficked environment, this arrangement is considered acceptable in the context of road safety and aligns with the pre-existing arrangement.

The existing and proposed arrangements are detailed in the following diagrams.





Mr Lehmann informed the Committee that TfNSW had suggested that the lip of the layback of the new driveway should be removed to create a smooth invert between the layback and gutter.

Resourcing Strategy implications

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

Recommendation

That,

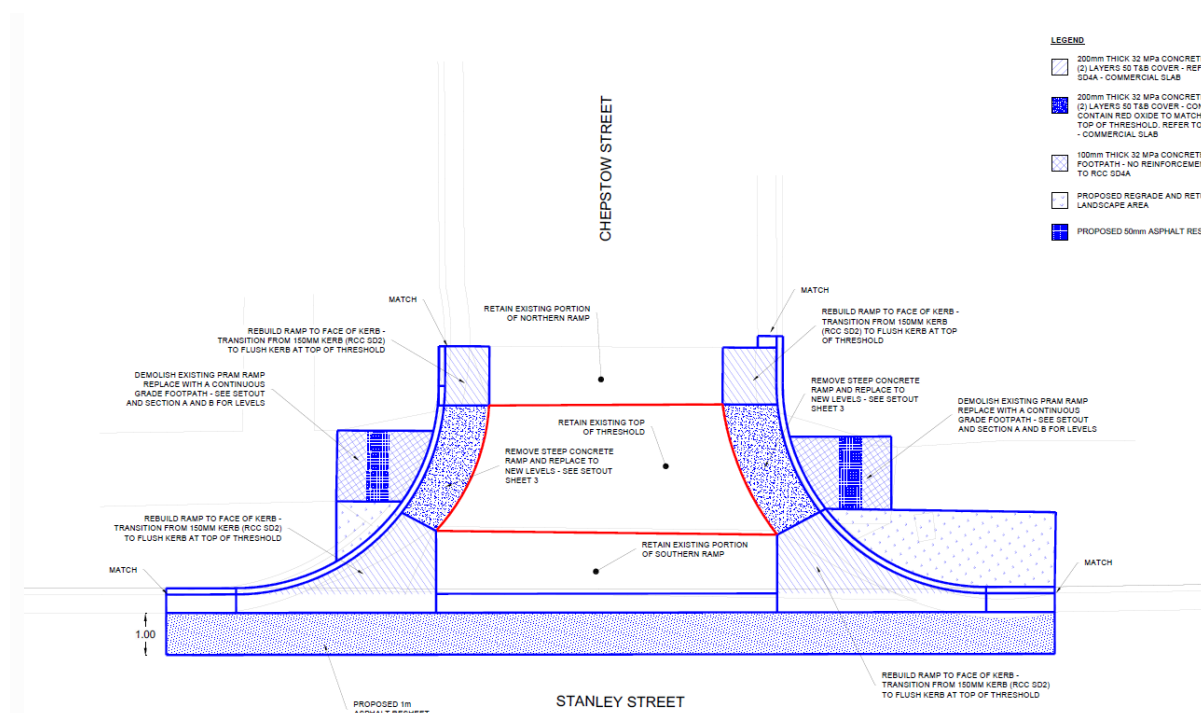
1. the existing Mobility Impaired Person's Parking (MIPPS) zone outside 5 Baden Street, Coogee, be relocated one space eastwards on Baden Street, as per the arrangement shown in the 'Proposed Arrangements' diagram of this report, and
2. A condition of approval of the driveway be that the layback be smooth – with no lip or bullnose finish.

TC3/23 Traffic Committee Report - Chepstow Street, at Stanley Street, Randwick - Continuous footpath treatment (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.3	D04844953	Traffic	Traffic Safety	RA	Yes

A review of the recently installed pedestrian platform across Chepstow Street, at Stanley Street, indicates that the gradient on either side of the speed threshold could be problematic. A person in a wheelchair may not be able to be able to cross Chepstow Street, due to the gradient.

Accordingly, a design revision was undertaken, and adjustments to the traffic facility are now proposed. These alterations include the provision of a continuous footpath treatment accompanied by tactile paving. The concept plan below demonstrates the proposed design changes (highlighted in blue).



Resourcing Strategy implications

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

Recommendation

That the raised platform treatment across Chepstow Street, at Stanley Street, Randwick, be modified to a continuous footpath treatment, as per the tabled plans.

TC4/23 Traffic Committee Report - Fewings Street, Susan Lane, Cliff Lane, Clovelly - No Access, Vehicles Under 9m Excepted (C) (F2023/07866)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.4	D04660485	Signage Regulatory	Other	JN	Yes

In order to address community concerns about long vehicles mounting the kerb and being unable to turn around at the bend of Fewings Street and Susan Lane, Clovelly, it is proposed to install the following:

- “No Access Vehicles Under 9m Excepted” signs at the intersection of Fewings Street and Greville Street and Knox Street and Cliff Lane, limiting access to Fewings Street, Cliff Lane and Susan Lane;
- Relocate the existing “No Stopping” sign on the eastern side of Fewings Street a further 6 metres north;
- Chevron line marking outside no. 20 Fewings Street; and
- Three bollards where the chevron line marking is proposed.

Seven-day traffic counts were installed in Susan Lane, Clovelly between 19 August 2022 and Thursday 25 August 2022. The results for classified vehicles are shown below:

Table 1 - Traffic count, classified vehicle percentages

Travel direction	Class 1-2 (short)	Class 3-5 (medium)	Class 6 + (long)
Westbound	97.9%	1.9%	0%

There were on average two (2) Class 3 vehicles per day in the west-bound direction on Susan Lane.

According to the AUSTROADS Vehicle Classification System, class 3 vehicles range from 5.5 metres to 14.5 metres.

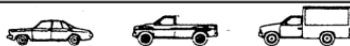
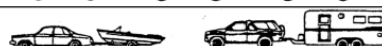


Level 1	Level 2		Level 3	AUSTROADS Classification		
Length (indicative)	Axles and Axle Groups		Vehicle Type			
Type	Axes	Groups	Typical Description	Class	Parameters	Typical Configuration
Short up to 5.5m					LIGHT VEHICLES	
		1 or 2	Short Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc	1	d(1) ≤ 3.2m and axles = 2	
	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc	2	groups = 3 d(1) ≥ 2.1m, d(1) ≤ 3.2m, d(2) ≥ 2.1m and axles = 3, 4 or 5	
Medium 5.5m to 14.5m					HEAVY VEHICLES	
	2	2	Two Axle Truck or Bus	3	d(1) ≥ 3.2m and axles = 2	
	3	2	Three Axle Truck or Bus	4	axles = 3 and groups = 2	

Figure 1 - AUSTROADS Vehicle Classification

To determine the maximum permitted length vehicle that can travel through the bend unimpeded on Fewings Street, swept path analysis were completed for the following vehicles:

- 8.8m service vehicle; and
- 12.5m truck.

Based on these swept paths the following determinations can be made:

- An 8.8 metre service vehicle will mount the kerb line depending on driver ability
- A parked vehicle on the eastern side of Fewings Street (opposite 20 Fewings Street) will impact the turning movement of an 8.8 metre service vehicle,
- A 12.5 metre truck will not be able to pass through to Susan Lane without obstructing the barrier fence on the southern side, or crossing the property boundary of 20 Fewings Street on the northern side; the likely scenario will be a 12.5 metre truck reversing back on Fewings Street.



Figure 2 - Swept path - 8.8m service vehicle



Figure 3 - 12.5m truck

Council currently operates a 22m³, 9.4m long rear loader for waste operation on Fewings Street. The operator has advised that they can travel through this bend unimpeded, however, this requires multiple point-turns.

Based on the above combination of swept paths and current waste vehicle operation. It is recommended that the maximum permitted vehicle length on Fewings Street, Susan Lane and Cliff Lane be 9 metres. Whilst the rear loader waste vehicle is slightly above this length, the operator has demonstrated the ability to pass the bend without mounting the kerb. The proposed "No Access Vehicles Under 9m Excepted" signs are proposed at the locations shown in Figure



Figure 4 - No Access signs

Furthermore, to provide additional protection and clearance between service vehicles and the property line of no. 20 Fewings Street, chevron line marking, and bollards are proposed on the eastern side of the road way. This will encourage vehicles to make the turn from a wider angle, reducing the likelihood of obstructing the kerb. To facilitate this wider angle, the "No Stopping" sign on the eastern side of Fewings Street is proposed to be relocated 6 metres north.

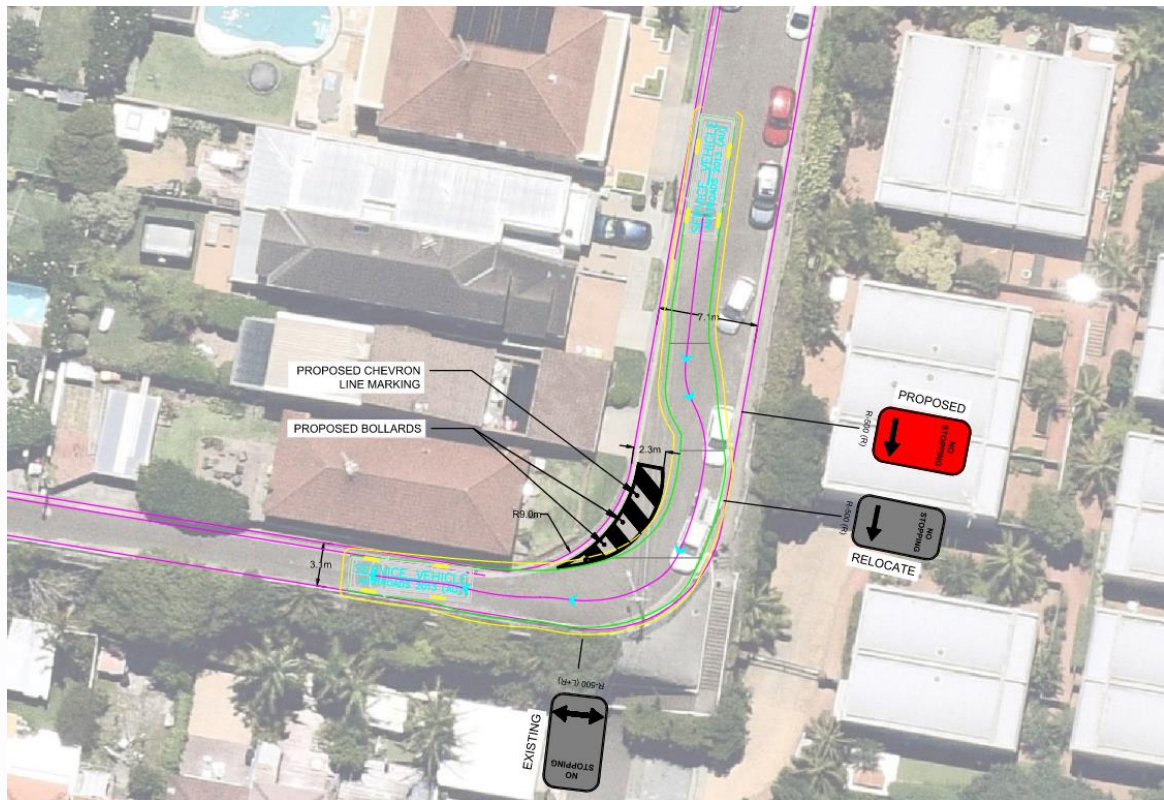


Figure 5 - Proposed line marking, bollards and signage

Ms Noni Lewis, associated with no 20 Fewings Street, addressed the Committee with regard to her concerns.

Mr Lehmann advised that TfNSW had stated that the proposed advisory sign is not a standard sign. They require that standard signs are installed on the road network. TfNSW also raised concerns regarding bollards being installed on the roadway. And they advised that consideration could be given to having the 'No Stopping' restriction extended should more space be required to allow larger vehicles to turn left into Susan Lane.

Resourcing Strategy implications

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

Recommendation

That, this matter be reviewed by the Technical Sub-Committee (Police, TfNSW and Council representatives), with a report being subsequently brought back to this Committee for consideration.

TC5/23 Traffic Committee Report - Market Street, Randwick (C) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.5	D04778763	Road Safety	Speeding	DA	Yes

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

A seven-day pneumatic tube count was undertaken near 50 Market Street, Randwick between Saturday, 3 December 2022 and Friday, 9 December 2022.

The average speed (both directions) was 44.3 km/h, however, some motorists are travelling at or over the 50 km/h speed limit. Accordingly, it is proposed to refer this matter to the NSW Police

Highway Patrol for possible speed enforcement. The Council will provide the Police with detailed traffic count data, so that they can deploy Police resources appropriately.

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

Market Street Outside 50 Market Street (midway between Pine St and Clovelly Rd)		Direction of Travel		
		Both Directions	Southbound	Northbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	1730	875	855
	7 Day Average	1644	834	810
Weekday peak hour traffic volume start	AM 08:00	224	97	127
	PM 16:00	215	115	100
Speeds: (km/h)	85 th Percentile	53.2	53.5	52.8
	Average	44.3	44.4	44.1

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

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

TC6/23 Traffic Committee Report - Perouse Road, between Aeolia and St Pauls Streets, Randwick - No Stopping and Bus Zone (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.6	D04773152	Signage Parking	No Stopping; 1P Parking; Bus Zone/Stop	JN	Yes

The existing pedestrian crossing on Perouse Road, south of Aeolia/Soudan Streets has recently been upgraded to a raised pedestrian crossing. Upon assessing the existing "No Stopping" restrictions, the current length on the departure side on the eastern side of Perouse Road is seven (7) metres and less than the required ten metres required as per Transport for NSW (TfNSW) guidelines.

To ensure compliance with TfNSW guidelines, it is required to increase the existing "No Stopping" restriction by three (3) metres (from 7m to 10m). The adjacent "Bus Zone" is proposed to be reduced from 53m to 50m to accommodate the change to the "No Stopping" length. The existing length of the one-hour parking is to be retained (no parking spaces will be lost). Note that the local bus operator has raised no objection to this slight reduction in length of the Bus Zone.

The proposal is shown in [Figure 1](#).

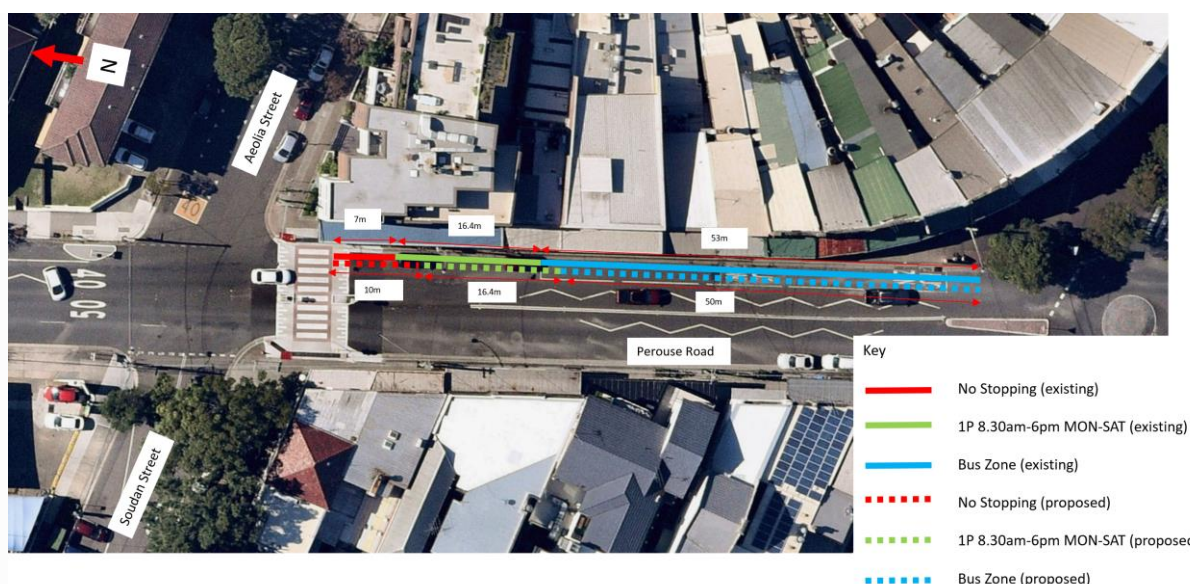


Figure 1 - Concept plan

Resourcing Strategy implications

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

Recommendation

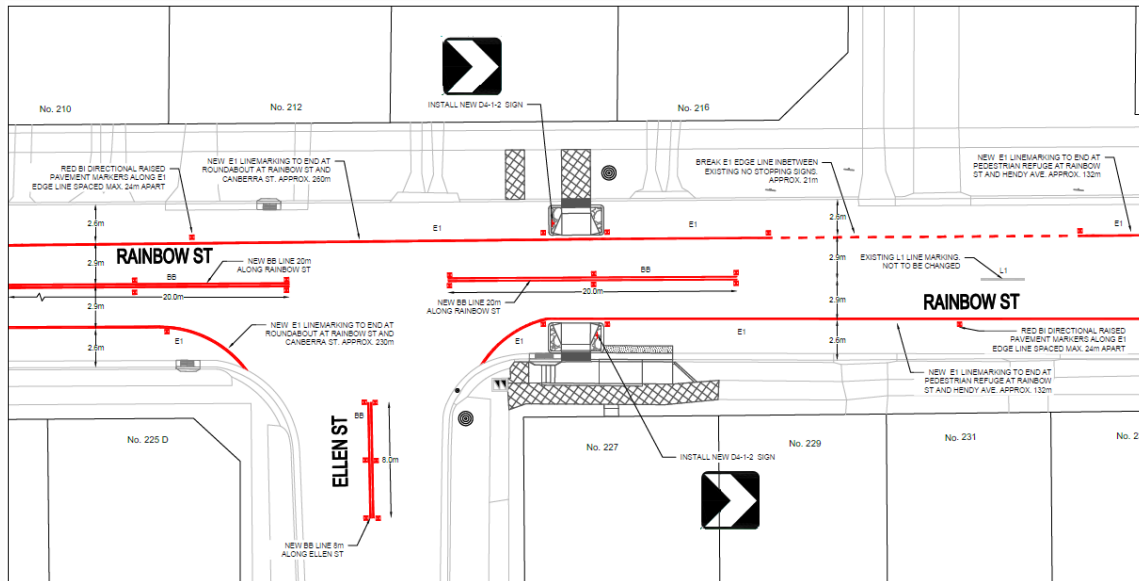
That the parking controls on the eastern side of Perouse Road, between Aeolia Street and St Pauls Street, Randwick, be amended, as follows:

1. the "No Stopping" restriction is extended from 7-metres to 10-metres;
2. the "Bus Zone" restriction be reduced from 53-metres to 50-metres; and
3. the Bus Zone line marking be adjusted to reflect the adjusted length.

TC7/23 Traffic Committee Report - Rainbow Street, at Ellen Street, Randwick - Pedestrian Safety Improvement Project (C) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.7	D04654420	Traffic	Road Safety	RA	Yes

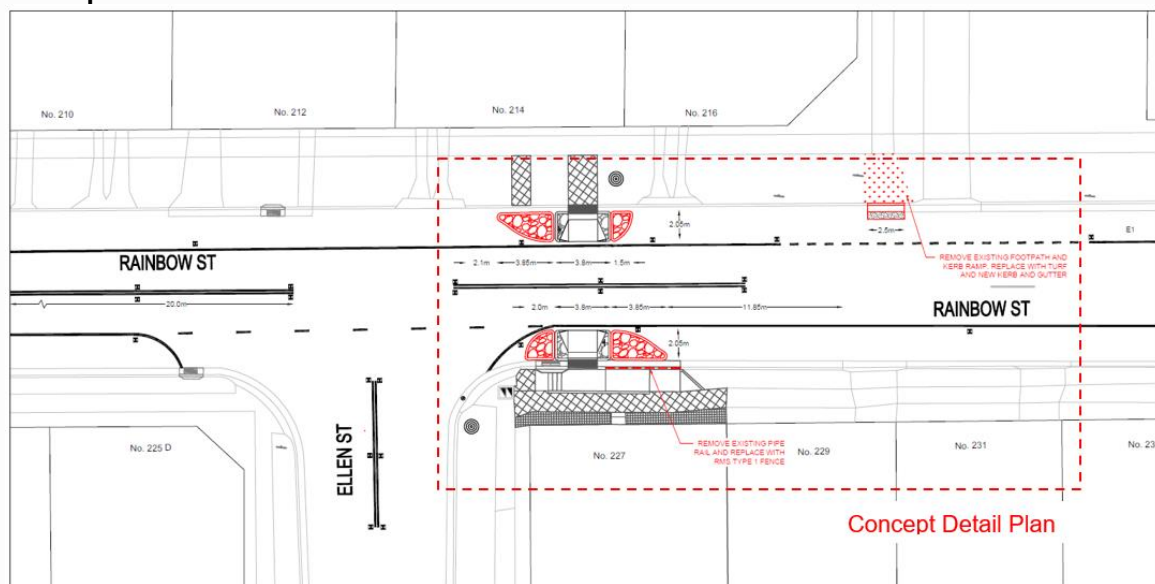
At the Traffic Committee meeting held on 14 June 2022, the pedestrian safety improvement works proposed in Rainbow Street just east of Ellen Street were endorsed for construction. Works included kerb buildout, access ramps, a small set of stairs, line marking and accompanying signage. The Committee was informed that, based on the results of the Community Survey, Option 3 was preferred. It was recommended that Option 3 be implemented and the representatives of the local Member, Transport for NSW and the Police, each supported the recommendation. It should also be noted that the design was also the subject of a Road Safety Audit. The plan approved for construction is shown below. This facility was installed, as per the approved plans, mid-2022.

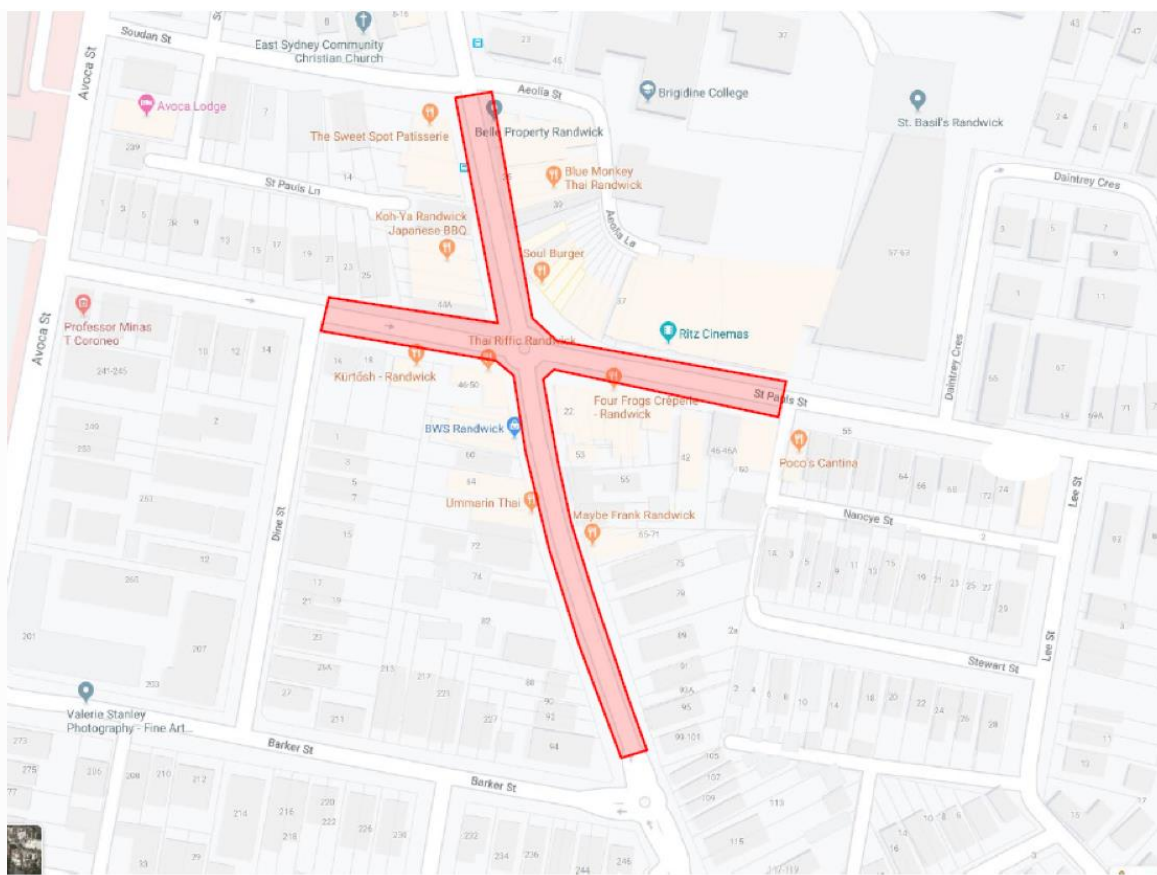
Approved Concept - 14 June 2022 Traffic Committee meeting - Item TC83/22

However, following a review of the facility by the NSW Centre for Road Safety it was deemed that some alterations to the design are required. These alterations require a widening of the kerb buildouts as shown in the Concept Plans below. It is suggested that the proposed plan is in line with Technical Direction TDT2011/01a.

The proposed alterations to the existing facility are highlighted in red. The key changes are:

- Widening of the kerb buildouts to the northern refuge island by an additional 5.35m, with the total width now 9.15m.
- Widening of the kerb buildouts to the southern refuge island by an additional 5.85m, with the total width now 9.65m.
- Remove existing pipe rail and replace with RMS Type 1 Fence to RMS specification.
- Remove existing footpath and kerb ramp and replace with new turf and kerb.

Concept Plan



Mr Le advised that Council must apply for a Road Occupancy Licence (ROL) from the Transport Management Centre, for the proposed temporary closures.

Resourcing Strategy implications

Funding is provided for within the current budget; under the Events Team's allocation.

Recommendation

That, given the TfNSW-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, St Pauls Street, between Nancye Street and Perouse Road, Randwick; and Perouse Road, between Soudan Street and Barker Street, Randwick, be closed temporarily on Sunday, 26 March, 2023, from 3.00am to 11.00pm, to facilitate the holding of 'The Spot Festival 2023', subject to the following conditions:

1. Council shall prepare a Traffic Control Plan (TCP) showing the location of barriers, and all traffic control signs/facilities for the concurrence of the Traffic Committee prior to the event;
2. Council shall carry out letterbox drops to all affected tenants and occupants in the closed streets, at least one week prior to the commencement of the road closures, and appropriately resolve, all representations made by the affected tenants and occupants;
3. The event organisers shall close the streets in accordance with the approval and Traffic Management Plan, unless otherwise directed by Police/authorised City Rangers;
4. The event organisers shall not occupy the carriageway or footway of the road until the road closure has been effected;
5. All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Control Officers engaged by the event organisers;
6. A minimum of 4.0 metre corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;

7. All traffic control devices are to be installed in accordance with Australian Standard 1742.3;
8. No fixtures of a permanent nature shall be located on the public way;
9. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants, etc) shall be kept free of any obstructions;
10. All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
11. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;
12. A temporary 40m Bus Zone be installed on the eastern side of Perouse Road, just south of Barker Street, Randwick, within a reciprocal Bus Zone on the opposite side of Perouse Road, for that day and be removed after the event;
13. The existing part-time Bus Zone located on the northern and southern side of Coogee Bay Road, be replaced with a full-time Bus Zone, for the duration of the event with the part-time Bus Zone being re-installed after the event; and
14. Council officers meet the bus operators' representative onsite to ensure the Bus Zone details meet their requirements.
15. Council must apply for a Road Occupancy Licence (ROL) from the Transport Management Centre, for the proposed temporary closures.

TC9/23 Traffic Committee Report - Warner Avenue, Clovelly - No Stopping signage (C)
(F2012/00032)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.02.9	D04740527	Signage	No Stopping	MK	Yes

Council has received feedback from resident of 1 Shackel Avenue, Clovelly about the cars parking at the end of the blocked off portion of Warner Avenue. These parked cars can, at times, obstruct any path between the resident's rear access and suitable kerb side collection point.

It is considered that the resident is entitled to reasonable access to a safe kerbside bin collection point as such Council is proposing minor parking modifications to create a suitable path for them whilst not losing any existing parking spaces. These modifications are detailed in the diagrams below. The positioning of these new 'No Stopping' signs as seen in the figure below would allow space for the resident to move the bins by using the kerb ramp and then place on street for collection. Noting that these changes will not result in the loss in parking, however, will provide a suitable path for the resident to move their bins.



Resourcing Strategy implications

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

Recommendation

That 'No Stopping' signs are installed 1.2 metres from the kerb at the blocked off portion of Warner Avenue, adjacent to 1 Shackel Avenue, Clovelly.

TC10/23 Traffic Committee Report - Doncaster Avenue and Ascot Street - Centennial Park to Kingsford Walking and Cycling Improvements Project (K2CP) - Proposed Intersection Intervention (H) (PROJ/10180/1527782/4)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.02.10	PROJ/10180/1527782/4	Bicycle Matters	Bicycle Facilities	JLP	Yes

Background

The Kingsford to Centennial Park Walking and Cycling Improvements (K2CP) project will see the delivery of the Route 1 cycleway identified in Randwick City Council's (RCC) *Bicycle Route Construction Priority List* that was developed in 2015 following feedback from the community. The project includes a 2.8km two-way cycleway and shared path improvements along Doncaster Avenue, Day Avenue, Houston Road, General Bridges Crescent and Sturt Street. It will also provide the local community and commuters a safe and convenient active transport option and improve accessibility with improvements to pedestrian safety at numerous crossings and amenity along the route through enhanced streetscape, new trees and plants, improved lighting and traffic calming measures.

In 2018, Council resolved to adopt the concept plans for the K2CP project as the foundation to finalise design development and proceed to construction of the project. In late 2021, the Australian and NSW Government announced the allocation of funding to deliver the K2CP project for RCC. The early works for the project were completed in May 2021 and the full construction package commenced in early 2022.

As of February 2023, the upgrading of stormwater drainage, footpaths, kerbs and gutters, pram ramps and driveways along the route impacted by the future cycleway are near completion and the construction of the cycleway was commenced later in 2022. The construction is scheduled to continue in 2023.

In mid-2022, the roundabout at Doncaster Avenue and Ascot Street intersection shown in Figure 1 was removed and reconfigured as a priority intersection with priority to Doncaster Avenue, in line with the approved and endorsed K2CP project design. Since the changes were made to the intersection, issues regarding the operations and safety of the priority intersection were raised, including on event days by the Australian Turf Club - as the eastern leg of the intersection is the access to Royal Randwick Racecourse (the Racecourse).



Figure 1 – Doncaster Avenue and Ascot Street roundabout intersection pre-construction



Figure 2 – Current Cycleway Design - Doncaster Avenue and Ascot Street priority intersection

Design Issue – Doncaster Avenue and Ascot Street Intersection

The main vehicular traffic operational and safety issues reported were:

- With new priority intersection, there are difficulties for vehicles turning from Ascot Street on to Doncaster Avenue due the vehicular approach speed, traffic volumes and minimal gaps on Doncaster Avenue. It is resulting in delays on Ascot Street on both the east and west approaches;
- The right turns at the intersection are causing traffic management issues on event days with the priority intersection, causing significant delays and queuing for vehicles entering the ATC site prior to the event and exiting ATC site after an event.

Other issues, attributed to the temporary setting of the intersection and adjustment period required for the public to adapt to the changes, included confusion of right-of-way due to change from a roundabout to priority intersection and risks of crashes at the new pedestrian crossing on the eastern leg of the intersection. Since then, improvements have been implemented by TfNSW, such as improved line marking and better signage for these issues.

In consideration of the concerns raised by the ATC, the Council at its Meeting on 27 September 2022 (CS48/22) resolved, inter alia, that Council.....:

“take carriage of the re-design and construction project at the Doncaster Avenue and Ascot Street (only) intersection from TfNSW”.

As such, Council officers have investigated the issues and developed design options to be re-evaluated for consideration as an amendment to the K2CP project.

Approved K2CP Project Intersection Design

During the design phase of the K2CP project, roundabouts along the project corridor were removed due to the safety concerns of interactions between vehicles entering or exiting the roundabout and pedestrian/bike rider movements at the crossing. The driver's tendency at a roundabout would be to generally look to the right, focused on vehicles within or entering the roundabout. This raised concerns of the drivers not seeing the faster-approaching bike rider crossing the road.

Given this issue, Doncaster Avenue and Ascot Street intersection was originally proposed to be a signalised intersection but following consultation with TfNSW it was finalised as a priority intersection with a pedestrian/bike rider crossing on the eastern leg of the intersection and a pedestrian refuge on the western and northern leg.

Proposed Roundabout Intersection Concept Designs

Based on the issues identified with the priority intersection, the feasibility of a roundabout with separated cycleway was assessed. Following a review of the latest guidelines and standards, the *TfNSW Cycleway Toolbox* provided guidelines on bi-directional separated cycleways at a roundabout intersection. These new guidelines were published in 2022, some three years after the designs for K2CP project were finalised. Based on the new *Cycleway Toolbox*, a fully raised roundabout intersection design has been considered as shown in Figure 3.

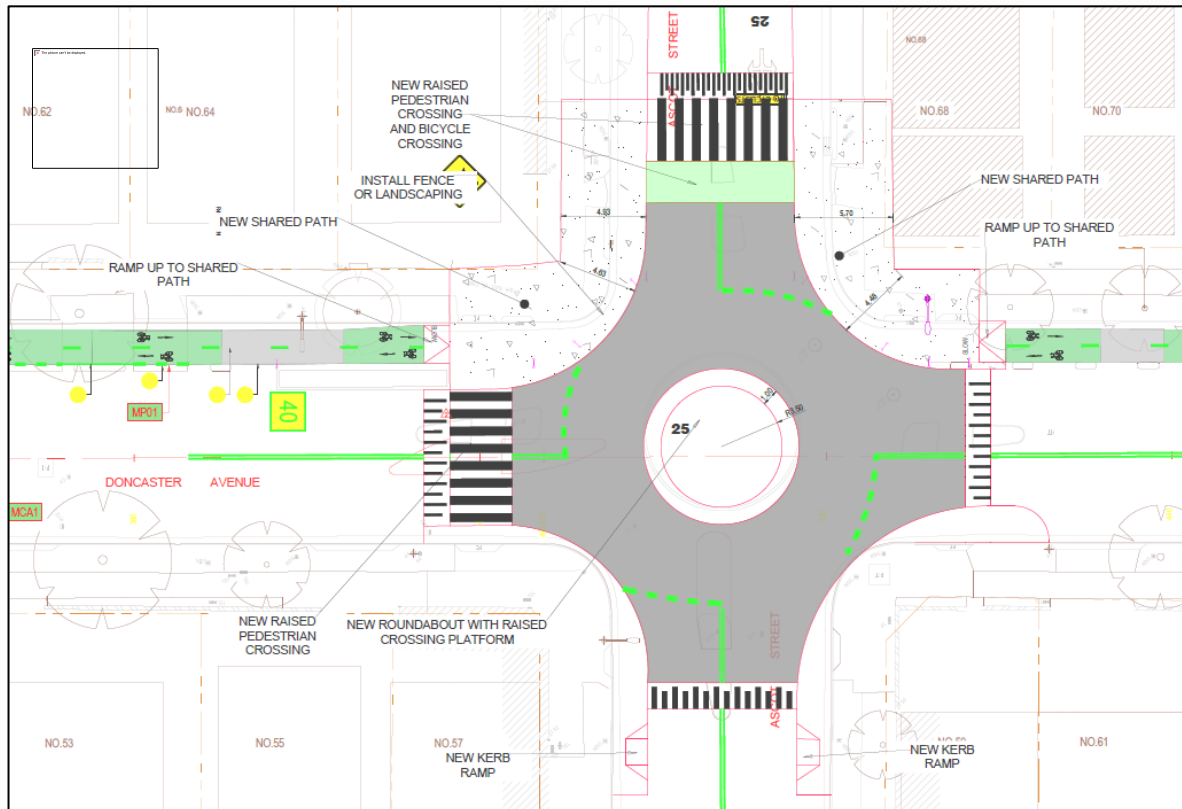


Figure 3 – Option 1: Proposed raised roundabout intersection design

Option 1 is a hybrid design of “3.2D Bicycle path (two-way) – Roundabout” and “3.2E Bicycle path (two-way) – Roundabout” with shared path in *Cycleway Toolbox*. Specific design elements include:

- The entire intersection is raised as a platform to introduce a traffic calming measure.
- Separated cycleway that transitions to a shared path before entering the roundabout. This would act as a bike rider calming measure before crossing the road.
- The pedestrian / bike rider crossing on the eastern leg is five metres from the outer radius of the roundabout to provide a storage area for vehicles to stop when exiting or entering the roundabout. The risk of collision between vehicles entering or exiting the roundabout with the bike riders still remains, however the storage area would allow drivers an opportunity to check both sides before approaching the crossing and provides an area to stop should a bike rider or pedestrians cross the road. Also, the view angles are closer to 90 degrees – so motorists and bike riders have a better chance of sighting each other. This also minimises the risk of rear end collision between a vehicle exiting the roundabout and the vehicle behind it.
- A pedestrian crossing is proposed on the northern leg of the intersection as there are no cycleway connections to the west.

A prioritised and continuous bicycle path around the roundabout was preferred, however, the property boundaries on the eastern leg of the intersection creates a spatial constraint.

Other design elements to be considered in the detailed design is the provision of a kerbed landscaping buffer between the raised intersection and the shared path area to provide a barrier.

Option 2 has also been developed which is a roundabout design very similar to Option 1 but with the raised components being only the pedestrian crossings on the north and east leg and some speed cushions on west and south approaches (i.e., the whole intersection is not raised on a platform). The design of Option 2 is shown in Figure 4, as follows.

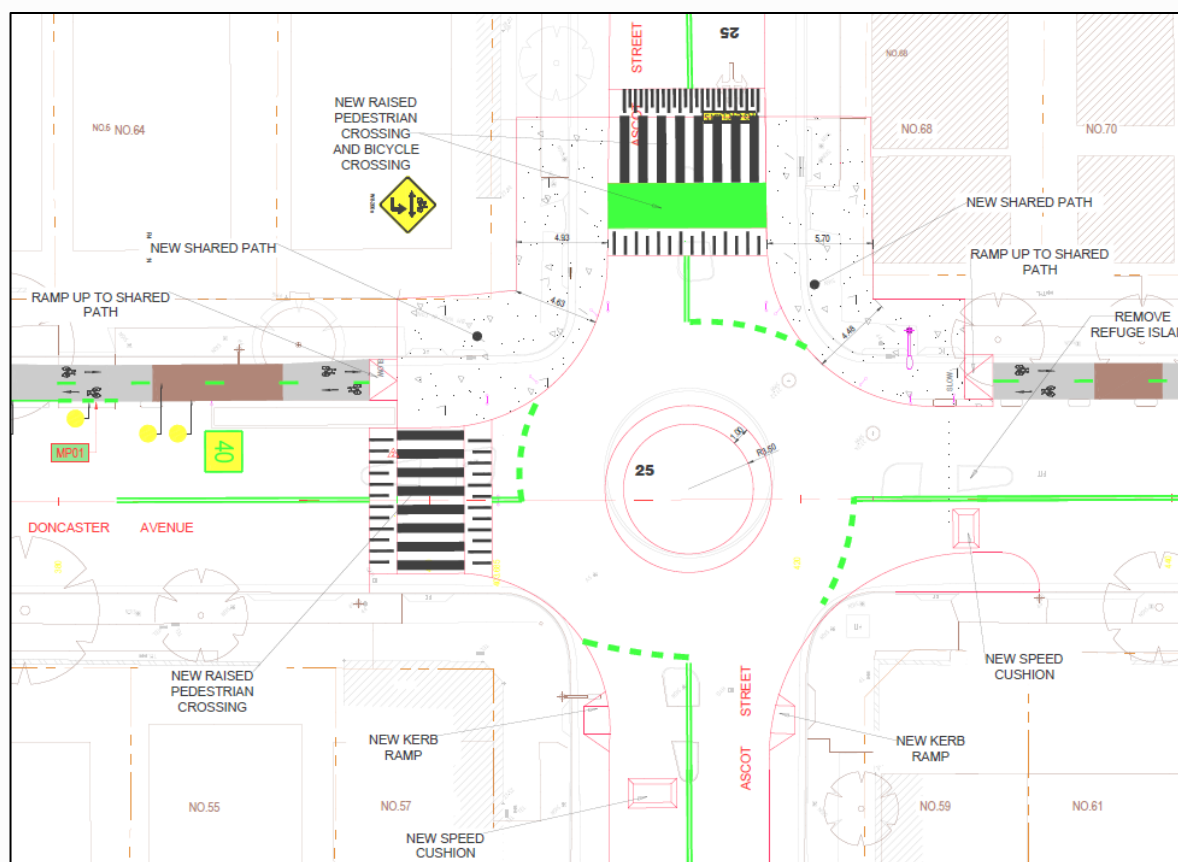


Figure 4 – Option 2: Proposed roundabout with raised crossings and speed cushions

Option 2 is expected to operate similarly to Option 1. It may not be as effective in traffic calming as a fully raised intersection of Option 1 but it still provides traffic calming measures and it may result in better drainage with possibly gutter bridges at the crossings.

To validate that a roundabout with the bidirectional cycleway is feasible and safe, both options have been peer reviewed by a cycleway design consultancy. It was confirmed that both are sound designs with the appropriate vehicular speed controls (D04844979).

Option 3, which was also in discussion with TfNSW, is for the intersection to remain as a priority intersection. However, in 'event mode' all vehicles departing Royal Randwick Racecourse would be limited to only left turn movements. The ATC has raised concerns about this option due to significant delays on event days and due to operational issues at all time.

Event Days

Since the traffic management issues were raised by ATC, a temporary roundabout and traffic control management have been put in place on event days at the intersection. Traffic controllers adjust the temporary traffic separators from a priority intersection to a roundabout configuration on the morning of the event day and the traffic controllers and police manage the traffic during the peak times for the events to guide drivers, pedestrian and bike riders.

On event days, notable vehicle queues and delays have been observed along Doncaster Avenue on entering or exiting the Racecourse - even with the temporary roundabout and traffic controllers in place. Prior to the event starting, both north and south approaches on Doncaster Avenue have been queued up all the way to Alison Road and Anzac Parade, respectively, due to vehicles queuing up to enter the Racecourse.

After events, the volume of vehicles on the westbound approach created long queues back into the Racecourse at which point Police restricted the westbound movements to left turn only. There were also delays caused by queuing traffic along Doncaster Avenue, which extended from Alison Road, south past Ascot Street and on past Todman Avenue.

Conclusion

Based on the assessment, the temporary roundabout may allow vehicles on Ascot Street to find more gaps to make the turn on to Todman Avenue. This was resultant of vehicles on Doncaster Avenue that had to slow down entering the roundabout and forced the vehicles to give way to the vehicles in the roundabout.

A similar traffic flow benefit of the roundabout was observed during the event days but the congestion generated by the event day during its peak was independent of whether the intersection is a roundabout or priority intersection.

Given the Council resolution on this matter and the recent TfNSW design guidelines, Council officers have arranged for the commencement of investigations into Options 1 and 2 for further review. The following matters are being assessed:

- Overland flow / flooding assessment - assessing both options to understand the water flow impacts to ensure that any local flooding impacts are minimised.
- Progression of a detailed intersection design of the preferred options following the overland flow / flooding and traffic impact assessment
- Road Safety Audit - Design and post-construction audits
- Traffic Impact Assessment – To analyse the priority intersection design and its traffic impacts.
- A shifting of the proposed Doncaster Avenue pedestrian crossing, from the north side to the southern side of Ascot Street.

In the meantime, Option 3 of the left turn only restriction during event days is also being considered following discussions with Australian Turf Club.

Mr Lehmann advised that TfNSW had stated that they do not endorse the original recommendation no.2 within the Agenda papers, being:

“That The enclosed concept designs for Option 1 (a fully raised roundabout intersection) and Option 2 (a roundabout intersection with raised crossings on the northern and western legs) of the Doncaster Avenue and Ascot Street intersection are endorsed in principle”.

Mr Le stated that TfNSW requires that the actions detailed within the subsequent recommendation (now shown as No.2, below) need to be undertaken, prior to TfNSW determining its position on the matter. The Police concurred with TfNSW's view. A representative of the Member for Coogee was unavailable.

Voting Member	In support of original Recommendation	In support of amended Recommendation
<i>Council</i>	Yes	No
<i>TfNSW</i>	No	Yes
<i>Police</i>	No	Yes
<i>Local Member</i>	-	-

Therefore, on a majority vote of the Traffic Committee Voting Members present, the amended Recommendation was supported.

Resourcing Strategy implications

Funding strategy for this project is to be determined in consultation with TfNSW.

Recommendation

That:

1. Event day trials of a left-turn only restriction imposed upon westbound Ascot Street motorists, at Doncaster Avenue, be endorsed for a trial period, following further discussions with the Australian Turf Club;
2. The proposed overland flow/ flooding assessment, detailed intersection designs, road safety audits and traffic impact assessment be completed in order to determine the preferred design of the intersection; and
3. Following the above actions, this matter be brought back to this Committee for final determination.

TC11/23 Traffic Committee Report - Kensington Resident Parking Scheme, Area KN2 (H) (F2019/06821)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.02.11	F2019/06821	Signage, Parking	Resident Parking	RM	Yes

As part of its regular review of the Resident Parking Scheme (RPS), and because of the operation of the Light Rail in Kensington, the progression of the Scheme in the KN2 area has been examined.

The council surveyed the residents of Kensington, within 400m westerly of the Light Rail stops in the KN2 area in November 2022 to see if there was community support for changes to the RPS into their area. Residents received a letter informing them about the survey and 69 responses to the survey were received. (NB -The last survey of the whole KN2 area was undertaken in May 2021 and the results were shown in the Minutes of the October 2021 Traffic Committee meeting).

RESIDENT PARKING SCHEME KENSINGTON - KN2



Base data (c) NSW Land and Property Information [LPI]
Addendum data (c) Randwick City Council 20/08/2018
Map produced by Randwick City Council
ResidentParking A4 PortraitMapBook 20180808.mxd

**KN2 Permit Holders are exempt from time limits
in zones signposted with the following wording:
Authorised Residents Vehicles Excepted
OR
Permit Holders Excepted, KN2**

LEGEND

- Resident parking zone
- Resident parking area
- Surveyed area

Disclaimer:
Indicative location of
resident parking zone.

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About the Survey

Representations have been received from some Kensington residents stating that, with the easing of covid restrictions and with apparent greater numbers of commuters now travelling back to the CBD, parking pressures had increased to the west of the Todman Avenue light rail stop. Accordingly, in November 2022, the Council invited residents within a select part of the KN2 Resident Parking Area to participate in a resident parking review survey. The letter to the residents invited them to participate, by visiting the council's "Your Say Randwick" website.

The residents were informed that the outcome of the survey will determine if additional resident parking zones are needed to be introduced. Out of 588 residents, 69 responses were received. The following data shows the results of the 68 valid responses (eliminating duplicate and out of area votes).

Survey Findings

1. Eligibility:

Respondents were asked questions about their household vehicle ownership and number of off-street parking spaces available to them, to determine their eligibility for the resident parking scheme.

	Base	68 (100%)
How many vehicles does your household have? (You must also include any company vehicles that are usually brought home)	None	2 (3%)
	One	34 (50%)
	Two	25 (37%)
	Three	5 (7%)
	Four or more	2 (3%)

The majority of households responding to the survey have one (60%) vehicle. Only 6% have two vehicles, 2% of the responding households have 4 or more vehicles and 29% have none.

	Base	68 (100%)
How many off street parking spaces does your household have access to? (Please include all garages, carports, driveway and other parking areas for your own house or apartment)	None	20 (29%)
	One	41 (60%)
	Two	6 (9%)
	Three	0 (0%)
	Four or more	1 (2%)

2. On-street Parking Access:

All respondents with vehicles were asked about their experiences accessing on street parking. 25% of respondents claimed that they never experienced problem accessing on street parking, and 59% said that they did experience problems during the day and night.

Where 13% of respondents claimed to experience problems finding on street parking near their residence during the day.

	Base	68 (100%)
When, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Never	17 (25%)
	Day	9 (13%)
	Night	2 (3%)
	Day & Night	40 (59%)

3. Support for the Scheme:

Overall, 54% of respondents were in favor of the proposed implementation of the resident parking scheme, compared with 27% who were in NOT favor of the scheme. The minority of 19% were undecided.

	Base	68 (100%)
After reading the relevant information do you support the introduction of the Resident Parking Scheme to your area?	Yes	37 (54%)
	No	18 (27%)
	Don't Know / Undecided	13 (19%)

Results of Resident Parking Survey within 400m west of the Light Rail Stops

The analysis of existing residential parking spaces in streets and areas, voting preferences and the number of permits issued to the residents has been presented in the following table along with recommended changes to parking arrangements:

Results of Area KN2 within 400m west of the Light Rail stops Resident Parking Survey (Nov. 2022)						
Street	Voting			No. of existing residential parking spaces	No. of existing permits	Recommendation
	Yes	No	Undecided			
Anzac Parade	4	1	1	0	22	No change – State road - permit holders may utilise nearby streets
Boronia Street	14	4	5	63	36	No change
Duke Street	14	5	4	14	11	No change
Kensington Road	3	6	2	10	8	No change
Todman Avenue	3	2	1	58	3	No change

Of the five streets surveyed, the majority of respondents from two streets were in favor of expanding the Scheme within their street.

Of these streets:

1. **Anzac Parade** – State road – permit holders may utilise nearby streets;
2. **Boronia Street** – More resident parking spaces are available than the number of permits issued;
3. **Duke Street** – More resident parking spaces are available than the number of permits issued;

Ms Greenberg addressed the Committee with her concerns about the Resident Parking survey processes / outcomes and she also raised road safety concerns. Mr Lehmann agreed to review the number and location of Duke Street resident parking zones (based on the locations of Permits issued). He also asked Council's Coordinator Public Safety, Mr Duncan Scott, to examine the size of vehicles parking within the angle parking bays and to consider taking appropriate enforcement actions. Mr Scott agreed to investigate this matter.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. Given the results of the Resident Parking Survey, no extension of the Resident Parking Scheme be undertaken within most parts of Area KN2, at this time;
2. The residents within the subject part of Area KN2 (apart from Duke Street) be notified of this result;
4. A review of the number and location of the Duke Street resident parking zones be undertaken (based on the locations of Permits issued), and;
5. In line with the Resident Parking Scheme review processes, the KN2 area not be surveyed again for four years, unless there is a major change to parking conditions in this area.

TC12/23 Traffic Committee Report - Todman Avenue, Kensington - Line Marking Improvements (H) (F2010/00077)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.12	F2010/00077	Line marking	Bike Lane / Logo	JLP	Yes

The proposed design for short-to-medium term line marking improvements along Todman Avenue from South Dowling Street to Doncaster Avenue, Kensington, were brought to the December 2022 Randwick Traffic Committee meeting (TC184/22) with the attached plans (D04796108). The proposed works will improve the current line marking conditions for the safety of all road users.

At the December Traffic Committee meeting, Transport for NSW (TfNSW) and the local bus operator (Transdev John Holland Group) requested that they be consulted on the designs. Subsequently, the design was forwarded for review and a meeting was held to discuss the design with the two stakeholders.

The following comments were received from TfNSW regarding:

- On-road bicycle lane and shared path desired minimum width, signs and pavement marking recommendations at specific to locations as well as general references to relevant TfNSW and Austroads guidelines.
- On-road bicycle lane and shared path clearances to tree roots given the number of established trees along the corridor
- Smooth invert between the ramp and gutter at ramps for bicycles to access to and from shared paths
- On-street parking (parallel and 90° angle parking) references to guidelines for the dimensions and the bicycle lanes and safety strip along them.

Transdev John Holland Group, the local bus operator, was satisfied with the proposed design.

The updated plans addressing the above comments will be tabled at the meeting.

Moving forward, the cost-estimates of the different components will be evaluated and the scope of the works determined – subsequently a community consultation process will be undertaken.

Resourcing Strategy implications

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

Recommendation

That:

1. Provided that the Todman Avenue line marking adjustments and shared path proposals, tabled at this meeting (see Business Paper for plans-D04852875), are approved by TfNSW, they are considered to be endorsed in principle;
2. The cost-estimates of the different components be evaluated, the scope of the works be determined and a community consultation process be undertaken; and
3. Following the above actions, this matter be brought back to this Committee for final determination.

TC13/23 Traffic Committee Report - Alma Road, Maroubra - Pedestrian warning signs (M) **(F2004/07225)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.13	D04773784	Signage warning	Warning sign	JN	Yes

Councillor Rosenfield raised a Notice of Motion in November 2022 requesting Council officers investigate road and pedestrian safety on Alma Road between Garden and Cooper Street, Maroubra.

Alma Road is a two-way road that is five (5) metres wide with an existing speed limit of 50 km/h. There is an existing footpath on the southern side, and footpaths on both sides at the entry points just east of Garden, and west of Cooper Streets.

Traffic counts were installed over a seven-day period from Saturday 10 December 2022 to Saturday 17 December 2022. The results are shown in [Table 1](#) below:

Table 1 - Traffic count results

Location	Volumes, both directions (7-day average)	Speeds, both directions (85 th percentile km/h)	Class 3 and above vehicles
Alma Road, east of Garden Street, Maroubra	306	31.4	2.3%
Alma Road, outside no.56, Maroubra	270	39.6	3.7%
Alma Road, west of Cooper Street, Maroubra	251	27.4	2.4%

The traffic count results reveal the following:

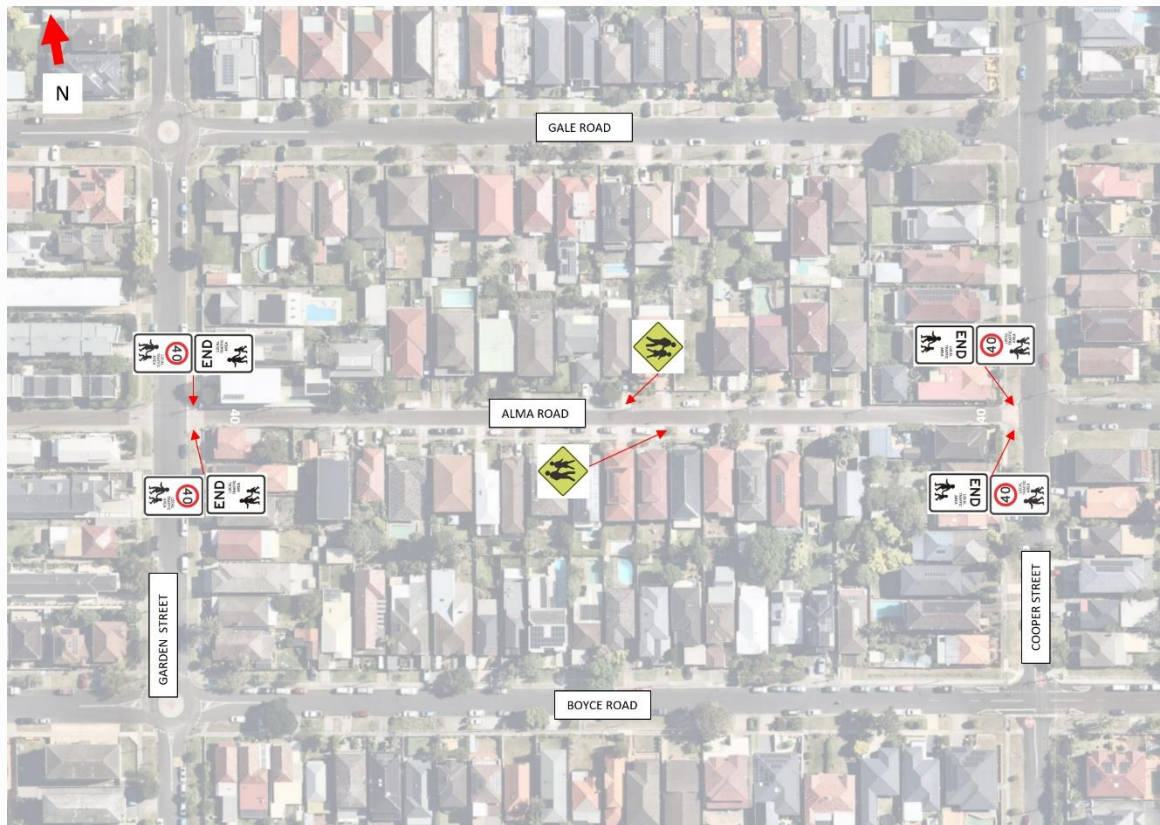
- Alma Road between Garden and Cooper Street is a low-volume local road that has a maximum peak volume of 30 vehicles during the peak hour. This is approximately one (1) vehicle every two (2) minutes.
- The 85th percentile speed does not exceed 40 km/h in both directions.
- Approximately six (6) small trucks (class 3) per day use Alma Street.

Pedestrians typically walk along the roadway and do not use the existing footpath on the southern side of Alma Road, or the narrow sections of footpath at the entrance on both sides of Alma Road. This is likely due to their narrow widths and lack of continuity as shown in [Figure 1](#) below.



Figure 1 - Existing footpaths

Given the traffic conditions, the road layout and the community concerns raised, there is an opportunity to consider reducing the speed from 50 km/h to 40 km/h and prescribing this section of Alma Road as a 'Local Traffic Area'. As the 85th percentile speed in both directions is just under 40 km/h, a 40 km/h speed limit will be 'self-enforced' and no additional traffic calming is required. A concept plan of the recommended signage is shown below:



The Council's delegation to regulate traffic does not extend to speed limits. Any proposal for a speed limit change must be submitted by the Council to TfNSW, for its consideration.

Mr Lehmann informed the Committee that TfNSW has advised that the NSW Speed Zoning Guidelines require 40km/h speed limits to be implemented in local traffic areas and not just sections of a street. And that the Council may wish to consider further investigations into a 40km/h area (not just one street). TfNSW also advised that 'Pedestrian' warning signs could also be installed at the entrances to Alma Street.

Resourcing Strategy implications

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

Recommendation

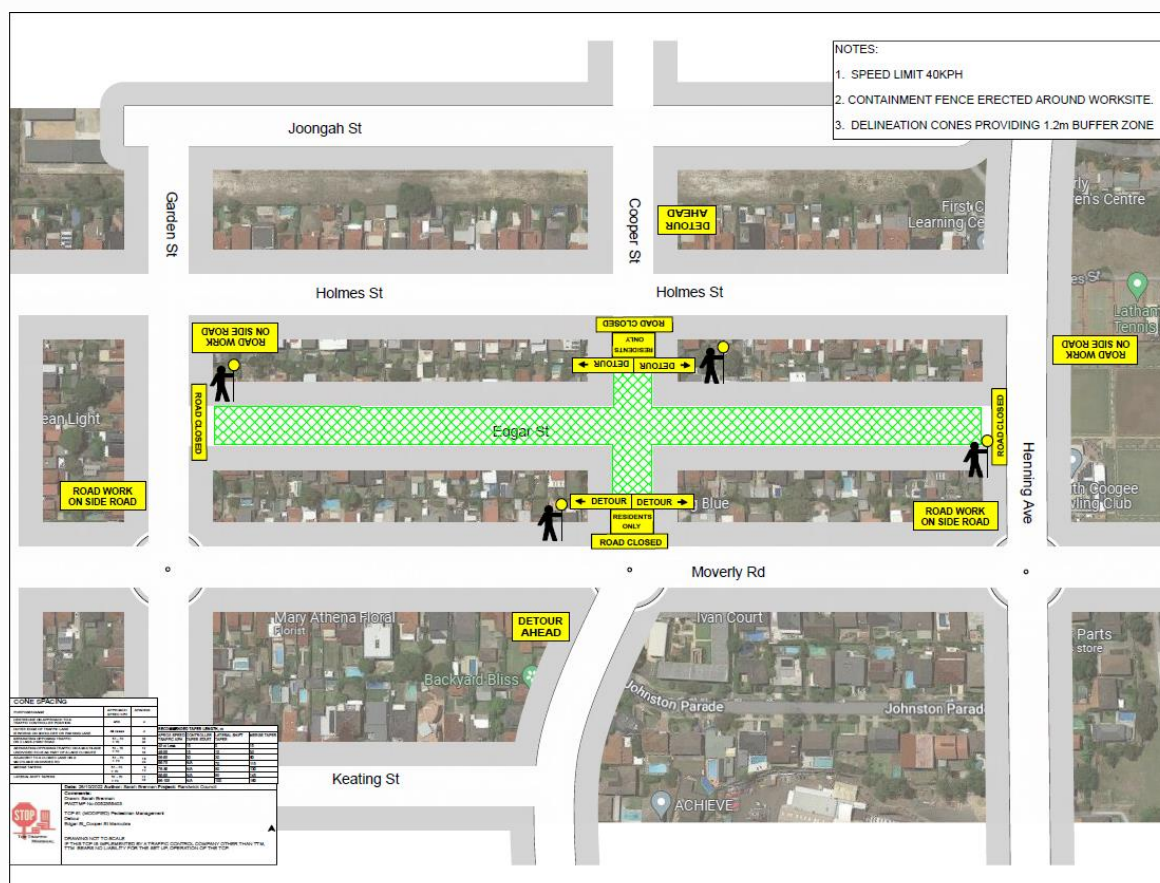
That:

1. Pedestrian warning signs (W6-1) be installed at the entrance to, and midblock along, Alma Road, Maroubra; and
2. Council undertake further investigations into a 40km/h area (not just a 40km/h street) in the Alma Road neighbourhood

TC14/23 Traffic Committee Report - Edgar & Cooper Streets, Maroubra - Halloween closure 2022 (M) (F2009/00454)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.14	D04748074	Event	Road Closure - Temporary	RM	Yes

Randwick City Council is supportive of small street parties which contribute to the overall sense of community for our residents. The annual Halloween activities in Maroubra, were scheduled for Monday, 31st of October 2022, from 5pm to 7:30pm, after a three-year absence. Prior to the pandemic some residents, given the crowds walking along the street, had requested consideration of a road closure of Edgar Street, between Garden Street and Henning Avenue, and of Cooper Street, between Holmes Street and Moverly Road (see image below). Accordingly, the Council put in place the previous road closures for the 2022 Halloween activities.



Resourcing Strategy implications

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

Recommendation

That, retrospective approval is given to the temporary road closures of Cooper Street and Edgar Street, Maroubra, which were implemented on Monday, 31st of October 2022, between 5pm to 7:30pm, to ensure a safer Halloween event.

TC15/23 Traffic Committee Report - Haig Street & Byng Lane, Maroubra - Loading Zone (M) (F2022/07866)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.15	F2014/00528	Signage Parking	Loading Zone	CS	Yes

Council officers have been in discussion with the management of the Juniors Maroubra Club regarding the loading needs of their facility. The Club has advised that they have the following loading/unloading arrangements:

1. Haig Street, Outside Main Building Entrance:
 - a. Pick-up/drop off of passengers via community bus
 - b. Loading/unloading general equipment (i.e sports equipment)
2. Byng Lane, rear loading access
 - a. Delivery of heavy goods, i.e food and drink deliveries

Current parking restrictions in the loading areas described above are as follows:

1. Haig Street: No Parking – Buses Excepted, 15 minute limit
2. Byng Lane: No Stopping

Following a review of the above information, it was identified that the No Parking – Buses excepted zone is not utilised by any public Bus Service.

Accordingly, the parking controls detailed within the following recommendation are proposed. The Club management has expressed support for these parking restriction changes.

Resourcing Strategy implications

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

Recommendation

That the parking modifications detailed below are installed:

1. The existing 14m long 'No Parking, Buses Excepted' area on the south side of Haig Street, Maroubra, be converted to a 'Loading Zone'; and
2. That a 17m section of the existing No Stopping restriction, on the western side of Byng Lane, Maroubra, be converted to 'Loading Zone, 8am-3pm MON-FRI, No Stopping at Other Times'.

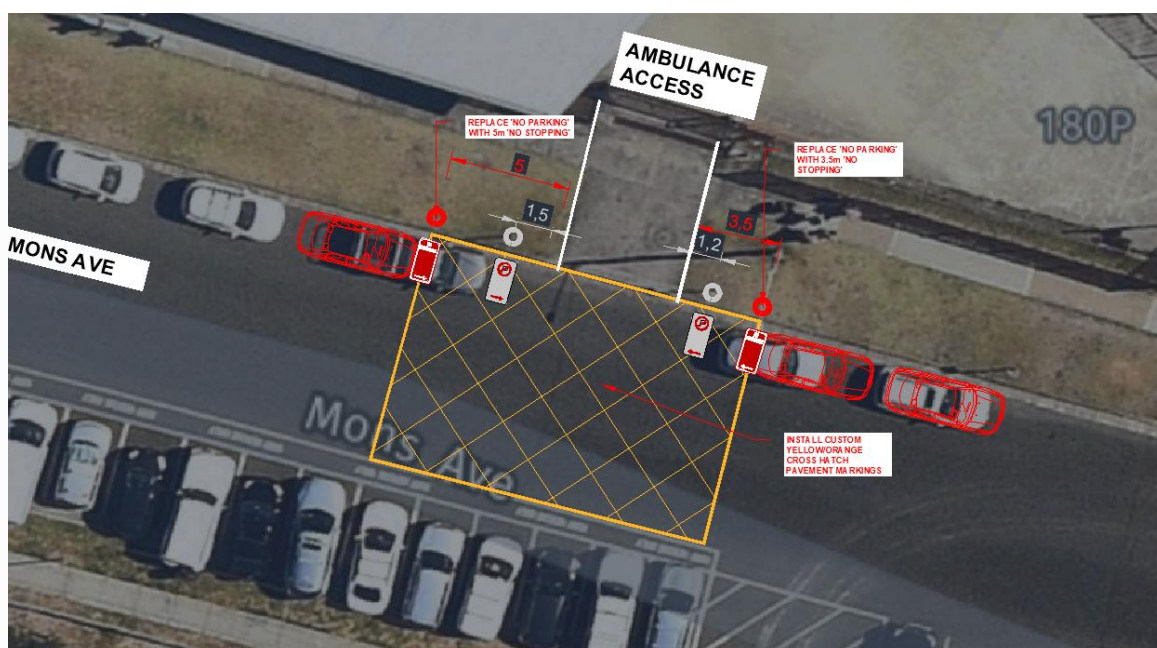
TC16/23 Traffic Committee Report - Mons Avenue, Maroubra - Ambulance Emergency Access (M) (F2023/07866)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.16	D04839620	Line marking	Other	CS	Yes

Council has received representations from NSW Ambulance regarding illegal parking across the driveway of their Ambulance Facility at 176 Mons Ave, Maroubra. Illegal parking is not uncommon in beachside areas, and Council rangers patrol the area appropriately to discourage this. However, given that this driveway supports emergency services, it is considered necessary to implement additional measures to help prevent illegal parking at this location. These measures are proposed as follows:

1. Replace existing 1.5m 'No Parking' area west of the driveway with a 5 'No Stopping' area.
2. Replace existing 1.2m 'No Parking' area east of the driveway with a 3.5m 'No Stopping' area.
3. Install cross-hatched line marking (yellow/orange) across the section of carriageway adjacent to the driveway to indicate that vehicles must not park or queue in this area.
4. Recommend to NSW Ambulance to implement private signage indicating that the driveway is in use for emergency services.

These changes are anticipated to result in no parking loss on the eastern side, and a loss of 0-1 spaces on the western side of the driveway (subject to car lengths and parking arrangements at any given time). Given the limited impact on parking, and the safety improvements for this essential public service, the above changes are considered justified.



Mr Lehmann informed the Committee that TfNSW had advised that it supports 'Keep Clear' road markings in such situations; not cross-hatched roadway markings.

Geoffrey Senior, of the NSW Ambulance Service, thanked Council for the proposal detailed within the Traffic Committee report. He also supported the variation to mark "Keep Clear" instead of yellow cross-hatching.

Mr Lehmann also suggested that painted chevron nibs be installed within the parking lane on both sides of the driveway, between the proposed No Stopping sign and the edge of the driveway.

Resourcing Strategy implications

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

Recommendation

That the line marking and signage modifications outlined in this report are endorsed by the Traffic Committee for implementation.

TC17/23 Traffic Committee Report - Nix Avenue, Malabar - Bus Zone near no. 38 (M) (F2004/08393)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.02.17	D04838707	Signage , Parking	Bus Zone	JN	Yes

The existing bus zone on the western side of Nix Avenue, Malabar was temporarily relocated further south towards the intersection of Bilga Crescent, in order to install a Works Zone outside no. 38 Nix Avenue, to support construction works, in April 2022.

When the applicant's Works Zone space is no longer required, it is proposed to relocate the bus zone further north, closer to its original position. A new driveway is proposed at the location of the existing concrete bus pad and seat and are proposed to be relocated to the adjacent nature strip.

There are three (3) unrestricted parking spaces proposed adjacent to the bus zone, a gain of one (1) space from the existing arrangement.

A concept design is shown below:



Resourcing Strategy implications

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

Recommendation

That:

1. the existing bus zone on the western side of Nix Avenue, just north of Bilga Crescent, be relocated further north 20 metres upon expiry and removal of the existing Works Zone outside no.38 Nix Avenue, Malabar; and
2. the existing concrete pad and seat be relocated to the adjacent nature strip outside no. 40a Nix Avenue, Malabar.

TC18/23 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - February 2023 (C, H & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.18	F2014/00528	Signage Parking	Authorised Council Vehicles Excepted	CS	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC18/23.1	Alfreda Street & Brook Street, COOGEE (C) D04824166-CS (AD)	Install 'Authorised Council Vehicles Excepted' as the designated locations between 22-31 Jan 2023, and issue authorisation permits to eligible HBSC event-vans to be exempt from these parking time restrictions.	Yes	To assist Women's 7s International Rugby Team Shuttles.

TC18/23.2	Coogee Bay Road, COOGEE (C) F2021/00179-DA (AD)	Install "2P, 8:30am-6:00pm", north side of Coogee Bay Rd, from 5m west of the western boundary of 140 Coogee Bay Rd, thence continuing 22m westerly.	Yes	To provide more parking turnover for the nearby business patrons (following community survey).
TC18/23.3	Gordon Street, Randwick (C) D04774240-MK (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), on Gordon Street at rear of 9 Stanley Street, Randwick.	Yes	To assist eligible mobility impaired residents park close to their property.
TC18/23.4	Surfside Avenue, CLOVELLY (C) D04839604-MK (AD)	Install 6m Mobility Impaired Person's Parking Space (MIPPS), adjacent to 23 Surfside Avenue, Clovelly.	Yes	To assist eligible mobility impaired residents park close to their property.
TC18/23.5	Bishops Avenue RANDWICK (C) D04844474-RP (AD)	Install 5.4m "No Parking, Authorised Car Share Vehicles Excepted" as the last parking space on Douglas Street, on the south-east corner of Bishops Avenue and Douglas Street, Randwick.	Yes	To meet the high demand from residents who are car share members in this area.
TC18/23.6	Carr Street COOGEE (C) D04844474-RP (AD)	Install 5.4m "No Parking, Authorised Car Share Vehicles Excepted" starting at the end of the bus zone on the north side of Carr Street, Coogee.	Yes	To meet the high demand from residents who are car share members in this area.
TC18/23.7	See Street KINGSFORD (H) D04844474-RP (AD)	Install 5.4m "No Parking, Authorised Car Share Vehicles Excepted" on the north side of See Street, west of the existing No Stopping restriction, west of Houston Road.	Yes	To meet the high demand from residents who are car share members in this area.
TC18/23.8	Tunstall Avenue KENSINGTON (H) D04819779-RP (AD)	Impose a 30 metre long "No Stopping" restriction upon the west side of Tunstall Avenue, from Gardeners Road northerly.	Yes	To improve access to existing shared path.
TC18/23.9	Lenthall Street, KENSINGTON (H) D04826574-MK (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), in front of 23 Lenthall Street, Kensington.	Yes (depending on eligibility check)	To assist eligible mobility impaired residents park close to their property.

TC18/23.10	Milroy Street, KENSINGTON (H) D04832233-MK (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), near the side entrance of 15 Milroy Avenue on Winkurra Street, Kensington.	Yes (depending on eligibility check)	To assist eligible mobility impaired residents park close to their property.
TC18/23.11	Anzac Parade, LITTLE BAY (M) D04773767-DA (AD)	Install "1/2P, 8:30am-6:00pm, Mon-Sat", on the western side of Anzac Parade, Little Bay, starting some 14m south of the pedestrian crossing (near Pine Avenue) within the embayed parking area, continuing for 16m southerly.	Yes	To provide more parking for the nearby business patrons.
TC18/23.12	Fenton Avenue, MAROUBRA (M) D04722298-RM (AD)	Install 10m "P Parallel to Kerb Only" signs on the eastern side of Fenton Avenue, starting 10m north of Mons Avenue, Maroubra.	Yes	To improve sightlines to / from pedestrians by preventing angle parking within 20m of the intersection.
TC18/23.13	Prince Edward Street, MALABAR (M) D04796248-MK (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 59 Prince Edward Street, Malabar.	Yes	Applicant no longer resides at this address.

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.

TC19/23 Traffic Committee Report - Works Zone - Installation and Removal of Signage - February 2023 (H & M) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.19	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
INSTALLATION						
1.	Roma Avenue, KENSINGTON (H)	N	12	22-24 Roma Avenue	Loading Zone, 7am-5pm, Mon-Sat	D04739467, LA/987/2022 & DA/20/2021-DA & LB) (AD)
2.	Todman Avenue, KENSINGTON (H)	S	24	157 Todman Avenue	Unrestricted & P15 Minutes, 7am-9pm, Mon-Sun	LA/376/2022 & D04805491-DA & LB (AD)
REMOVAL						
3.	Zions Avenue, MALABAR (M)	N	14	8 Zions Avenue	Unrestricted	LA/762/2022-DA & LB (AD)

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

Resourcing Strategy implications

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

Recommendation

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

Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
 - i. compromise pedestrian 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.

TC20/23 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - February 2023 (C) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.20	F2008/00166	Signage, Parking	No Stopping		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.	Rainbow Street	Randwick (C)	North	15m	West	Canberra Street	ITD-RM (AD)
2.	Rainbow Street	Randwick (C)	South	10m	East	Canberra Street	ITD-RM (AD)
3.	Canberra Street	Randwick (C)	East	10m	North	Rainbow Street	ITD-RM (AD)
4.	Canberra Street	Randwick (C)	West	10m	South	Rainbow Street	ITD-RM (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.

TC21/23 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - February 2023 (C, H & M) (F2004/06616)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.02.21	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	Consultant brief is finalised and will soon be released for expressions of interest.

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	Topographical survey has been undertaken, preparatory to design.
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	Topographical survey has been arranged.
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	Topographical survey has been arranged.
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	50/50 Funding - \$396,000 TfNSW & \$396,000 Randwick Council	Consultant has been engaged. Topographical survey has been completed. Other data is being gathered, preparatory to likely community consultation in March 2022).
P.0079383 (D04730658)	Bundock Street & Sturt Street Project <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	Consultant has been engaged.
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. Early route analysis has been undertaken.

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

TC22/23 Bundock Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2023.02.22	D04849104	Road Safety	Road Safety	TL	Yes

Mr Ryan (resident) advised the Committee that he'd forwarded, to Mr Lehmann, an email seeking the status of previous proposals for Bundock Street. Mr Lehmann advised that an update would be provided at the next meeting of this Committee.

Recommendation

That the information be received.

The meeting closed at 10:32am.