



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 14 MAY 2024 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.

Participants:

Tony Lehmann	Randwick City Council (Chairperson)
Ram Sriharan	Transport for NSW (TfNSW)
Kathy Neilson	North Ward Councillor
Michael Olive	East Ward Councillor
Kate Lewis	TfNSW
Helen Fragakis	South Eastern Sydney LHD Health
Rino Mucciacciaro	Transdev John Holland
Carmen Avila	Chairperson Randwick Precinct Committee
Paul Chilcott	Resident
Anthony Ryan	Resident
Lianne Bergan	Resident

Amir Lahouti, Anthony Baradhy, Caterina Perali, Dilruba Akhter, Jay Lee-Pieterse, Lachlan Wood, Lauren Bonomini, Padmanaban Subramanian, Paul Araullo, Patrick Leech, Renna Korn & Shenara Wanigasekera
- Randwick City Council

Apologies

Apologies were received from:

- Mayor Philipa Veitch
- Peter Scott for NSW Police
- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Matters Arising from the Minutes OR from Council Resolutions

Traffic Committee Reports

TC52/24 Traffic Committee Report - Avoca Street / Bundock Street / Sturt Street, Randwick / Kingsford (C) (F2005/00825)

At the previous meeting of this Committee, it was recommended that temporary pedestrian refuges be introduced in both Bundock Street and in Sturt Street, at their respective intersections with Avoca Street.

As detailed at that meeting, a requirement of the proposed changes to the intersection is that right turns from Bundock Street and from Sturt Street need to be banned, at Avoca Street.

A Transport Management Plan (TMP) was submitted to TfNSW seeking approval for the Council to implement the right turn bans.

Discussion:

Mr Sritharan (TfNSW) informed the committee that it was his expectation that Transport for New South Wales (TfNSW) would be completing its processes shortly. Mr Ryan (resident) referred to the TC183/23 minutes December 2023 wherein Mr Sritharan had indicated that TfNSW was processing Council's submission. Mr Ryan sought clarification as to the reason for the lengthy approval period.

Recommendation

That the information be received.

TC53/24 Traffic Committee Report - Arden Street, Coogee Bay Road and Alfreda Street, Coogee – ANZAC Day Dawn Service 2024 (C) (F2024/00425)

**(NB: The information detailed within this report was relayed to Police, TfNSW and Bus Operators in the lead up to Anzac Day. This report is tabled for record purposes – to ensure consistency in future such events)*

In continuing with previous years, the Anzac Day Dawn Service will be held at Coogee Beach, on Thursday 25th of April 2024.

The associated event area will be contained to Coogee Beach, however, the following road closures will be required to maintain public safety:

Between 5am-7:30am 25th April

- Arden Street, between Dolphin Street and Carr Street
- Coogee Bay Road, between Brook Street and Arden Street
- Alfreda Street, between Arden St and Coogee Oval Car Park

As a result of these road closures, it will be necessary to temporary redirect affected bus routes 313, 350, 370, 373 and 374 around Arden Street. All bus stops on Arden St, between Carr Street and Dolphin Street shall be temporary closed. The following temporary signage modifications shall also be required to accommodate necessary bus zones:

1. Implement 'Bus Zone' signage for 24m on Arden St, south of the signalised intersection with Carr Street. (Existing control: 1P 8am-6pm). Figure 1
2. Extend the existing Bus Zone on Havelock Avenue, near Asher Street (northern side) by 19.5m to the east. (Existing controls: 1/2P 8am-6pm). Figure 2

These temporary changes would be implemented on the 19th of April and removed following the event on the 26th of April.

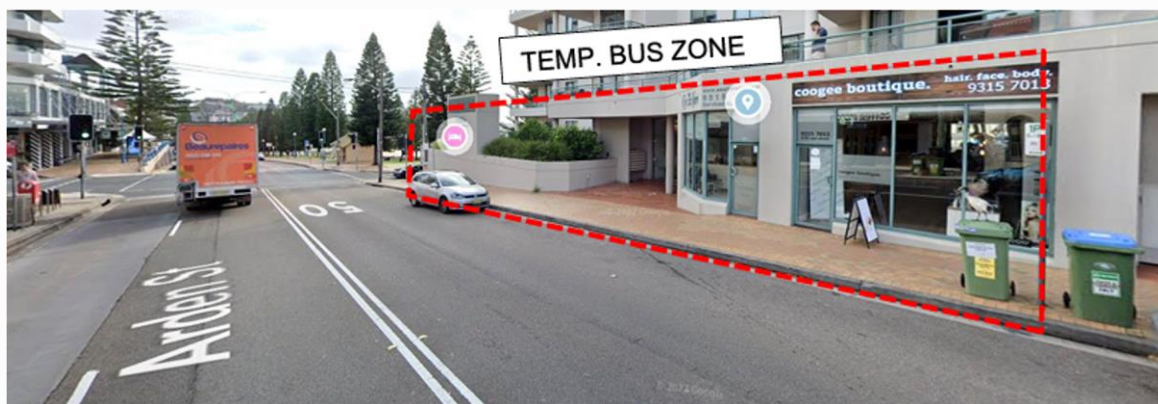


Figure 1: Temporary Bus Zone, Arden St, South of Carr St (on east side)

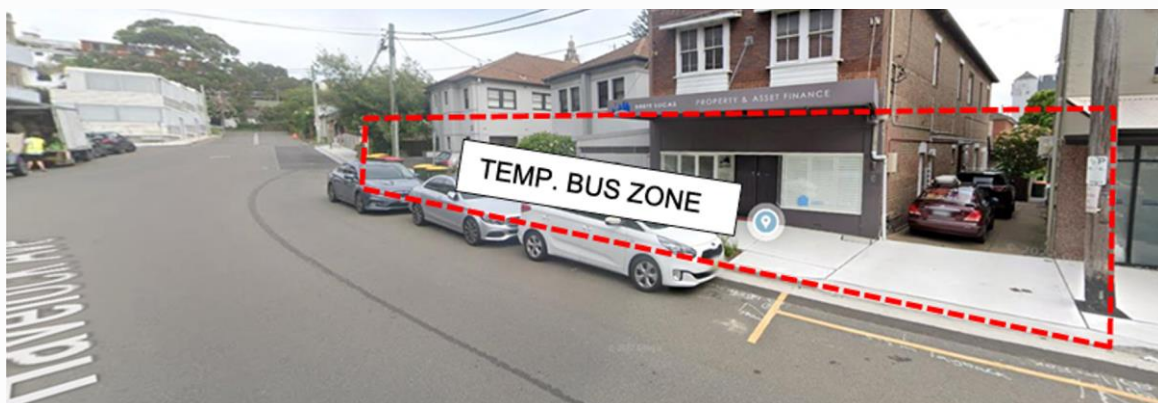


Figure 2: Temporary Bus Zone, Havelock Ave, east of Asher St (on north side)

The proposed bus diversions, as suggested by Transdev (Bus Operator) are as follows:

Route 313 – Coogee to Bondi Junction via Carrington Road:

To Coogee: As normal to Havelock Avenue, terminate last stop and lay-up.

To Bondi Jn: Commence last stop Havelock Avenue, Left Arden Street, Left Carr Street, then as normal.

Route 350 – Sydney Airport Domestic to Bondi Junction:

To Airport: As normal to Arden St, Right Dolphin St, Left Brook St, Left Carr St, Right Arden St, then as normal.

To Bondi Jn: As normal to Arden St, Left Carr St, Right Brook St, Right Dolphin St, Left Arden St, then as normal.

Route 370 – Coogee to Glebe Point:

To Coogee: As normal to Coogee Bay Rd, Right Byron St, Left Carr St, Right Havelock Ave, terminate last stop and lay-up.

To Glebe: Commence last stop Havelock Ave, Left Arden St, Left Carr St, Right Brook St, Left Coogee Bay Rd, then as normal.

Route 373 – Coogee to City Museum (Loop Service):

To Coogee: As normal to Carr St – continue, Right Arden St, Right Havelock Ave, terminate first stop and lay-up.

To City: Commence first stop Havelock Ave, then as normal.

Route 374 – Coogee to Central Belmore Park via Bream Street:

To Coogee: As normal to Coogee.

To Central: Arden St, Right Dolphin St, Right Brook St, Left Bream St, then as normal.

All road closures shall be managed under a Transport Management Plan (TMP) and Traffic Control Plans (TCP) prepared and implemented by TfNSW-certified persons. Hostile Vehicle Mitigation (HVM) measures shall also be implemented on the day, in accordance with specialist advice. A TGS has been provided below. A final TMP with TGS details shall be provided to the Technical Sub-Committee for approval prior to the event.

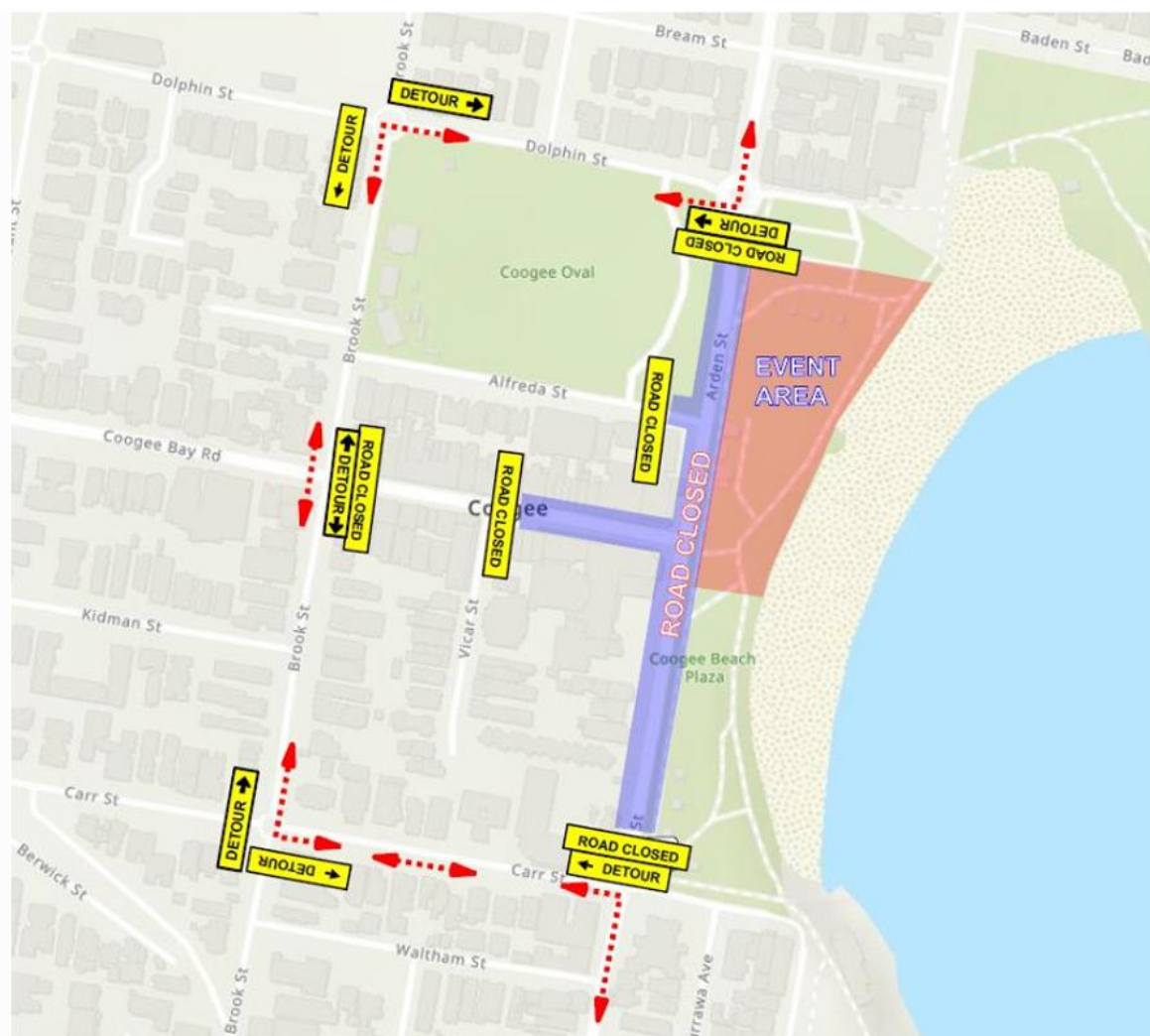


Figure 3: TGS Plan for the Event Road Closures

Resourcing Strategy implications

Funding is provided by Events budget allocation.

Discussion: NIL

Recommendation

That, given the TfNSW-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, Arden Street, between Dolphin Street and Carr Street; and Coogee Bay Road, between Brook Street and Arden Street; and Alfreda Street, between Arden Street and Coogee Oval Car Park, be closed temporarily on Thursday, 25th of April, 2024, from 5.00am to 7:30am, to facilitate the holding of 'Anzac Day Dawn Service at Coogee', 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 Technical Sub-Committee prior to the event;
2. Council shall carry out appropriate community notification prior to the event.
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. Implement a temporary 'Bus Zone' for 24m on the east side of Arden St, south of the signalised intersection with Carr Street, as per Figure 1, to be reverted post event.
13. Temporarily extend the existing Bus Zone on north side of Havelock Street, near Asher Street by 19.5m to the east as per Figure 2, to be reverted post event.
14. Council officers coordinate with the bus operators' representative to ensure the Bus Zone details meet their requirements.

TC54/24 Traffic Committee Report - Dutruc Street and Rae Street - Road Safety (C)
(F2004/06184)

Community concerns have been received regarding safety at the intersection of Rae Street and Dutruc Street, Randwick.

It is noted that there are limited sight lines at the subject intersection. Given the steepness of Dutruc Street, the sight lines for motorists stopping at Rae Street is limited. To address the concerns, it is proposed to implement the linemarking treatments as shown in Figure 1.



Figure 1: Line Marking

Additionally, it is proposed to install warning signs to alert drivers of the steepness and of the crest at the intersection as shown in Figure 2.



Figure 2: Warning Signs

Resourcing Strategy implications

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

Discussion:

Ms Bergan (Resident) addressed the Committee explaining her (and other residents') concerns about the intersection. Crs Neilson and Olive also indicated their concerns regarding the intersection.

Mr Lehmann advised that the line marking and signage proposals indicated within the report would be implemented soon. He undertook to investigate options such as a pedestrian refuge, speed reduction devices, a roundabout etc. for this location.

Recommendation

That:

- Advanced Stop line line marking treatments be provided at the Dutruc Street / Rae Street intersection as illustrated in Figure 1
- Warning signs be provided on Dutruc Street as indicated in Figure 2, and
- additional treatments be investigated for this intersection.

TC55/24 Traffic Committee Report - Pine Street, Randwick (C) (F2014/00528)

Following an earlier Traffic Committee recommendation, a resident survey was recently undertaken about the possible installation of 90° angle parking in Pine Street between Hooper Lane and Bella Street, Randwick.

Surveys were distributed to the 83 residences in this part of Pine Street and 41 responses were received. The results are as shown in the following table.

Question	YES	NO
Do you support the installation of angle parking in Pine Street?	9 (22%)	32 (78%)

As the majority of Pine Street respondents were not supportive of the installation of 90° angle parking in their street, it is considered that no further action be undertaken regarding this matter, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

That:

1. There no modification be made at this time to the existing 'parallel parking' layout in Pine Street, between Bella Street and Hooper Lane, Randwick, and
2. The residents be notified about the outcome of the survey.

TC56/24 Traffic Committee Report - St Marks Road, Randwick (C) (F2004/06184)

Following concerns raised by community members, it is proposed to implement additional centreline markings in St Marks Road, Randwick, in order to maintain better lane discipline.

From a point opposite no.10, southerly, it is proposed to install a 30m length of Dividing Line (DL) leading to a 60m length of Barrier Line (BL2) around the bend in St Marks Road. Thence it is proposed to install an additional 70 metre length of DL, through to the existing 20 metre length of BL2 line currently existing just north of the Chapel Street intersection.

It should be noted that a minimum travel lane width of some 5.2 metres would be maintained on each side of the road were this proposal to be endorsed.

Resourcing Strategy implications

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

Discussion:

Cr Neilson and Ms Bergan detailed their concerns about the proposed line marking. It was agreed that this matter be deferred pending an onsite meeting to discuss the matter.

Recommendation

That an onsite meeting be held to discuss this matter.

TC57/24 Traffic Committee Report - Anzac Parade - reintroduction of parking post light rail (H) (F2014/00528)

(Notwithstanding the fact that Anzac Parade is a State Road, under the care and control of Transport for NSW, it is considered that the following matter should be discussed at Traffic Committee for the information of the community)

At its meeting held on 23 May 2023 the Council resolved (Luxford/Hay):

“That Council work closely with TfNSW to explore and determine all available opportunities to reintroduce parking along Anzac Parade in Kensington and Kingsford; even if only in non-peak traffic times.”

Accordingly, an audit of possible appropriate parking spaces was undertaken by Council officers. This audit revealed only a very small number of parking spaces possibly able to be recovered.

These locations were referred to TfNSW for consideration. However, TfNSW has advised that the locations suggested were not appropriate.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL**Recommendation**

That the information be received.

TC58/24 Doncaster Avenue, Kensington - Edge Line (H) (D05259572)

At its meeting held on 26 March 2024 the Council resolved (Hay/Hamilton):

“That Randwick Council prepares a report on the safety of the intersection of Todman and Doncaster Avenues Kensington as on the south-east corner of the intersection, cars are regularly hitting the barrier, with at least one flat tyre caused. There is the potential danger of a car hitting a cyclist”.

It would seem that the tyre strikes being reported involve eastbound Todman Avenue vehicles turning right (southbound) into Doncaster Avenue. If motorists make a ‘wide turn’, they can unexpectedly align with the kerb nib 12m south of the intersection. To provide motorists with better guidance, as they make this turn, a rearrangement of the existing edge line treatment at this location is proposed.

Five metres of the existing edge line (E1, shown in red) along the eastern side of Doncaster Avenue, in the frontage of 120 Doncaster Avenue, Kensington is proposed to be removed and 10m of new edge line (E1, shown in blue) is to be installed from south of the pedestrian crossing to the kerb extension.



The linemarking is proposed to provide guidance for the drivers to drive away from the kerb extension to minimise the risk of vehicle colliding with the kerb extension. In addition, three flexible guide posts are to be installed on the northern end of the subject kerb extension.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That the proposed amendments to the edge line marking (E1) on the eastern side of Doncaster Avenue, Kensington, south of Todman Avenue, as detailed within the included image, be implemented.

TC59/24 Traffic Committee Report - Daunt Avenue, Matraville – Speeding Concerns (M) (F2006/00101)

Concerns have been raised from residents of Daunt Avenue, Matraville, between Poulet Street and Combles Street Knowles Avenue, regarding road safety and incidences of vehicles speeding through the street.

Daunt Avenue is a two-way local road in the area of concern, and 7m wide. It runs east to west between Bunnerong Road in the west and ending at Combles Parade and Knowles Avenue in the east. Traffic counts were undertaken from 23rd of February 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at the frontages of Nos.51 and 52 Daunt Avenue, as illustrated in the following image.

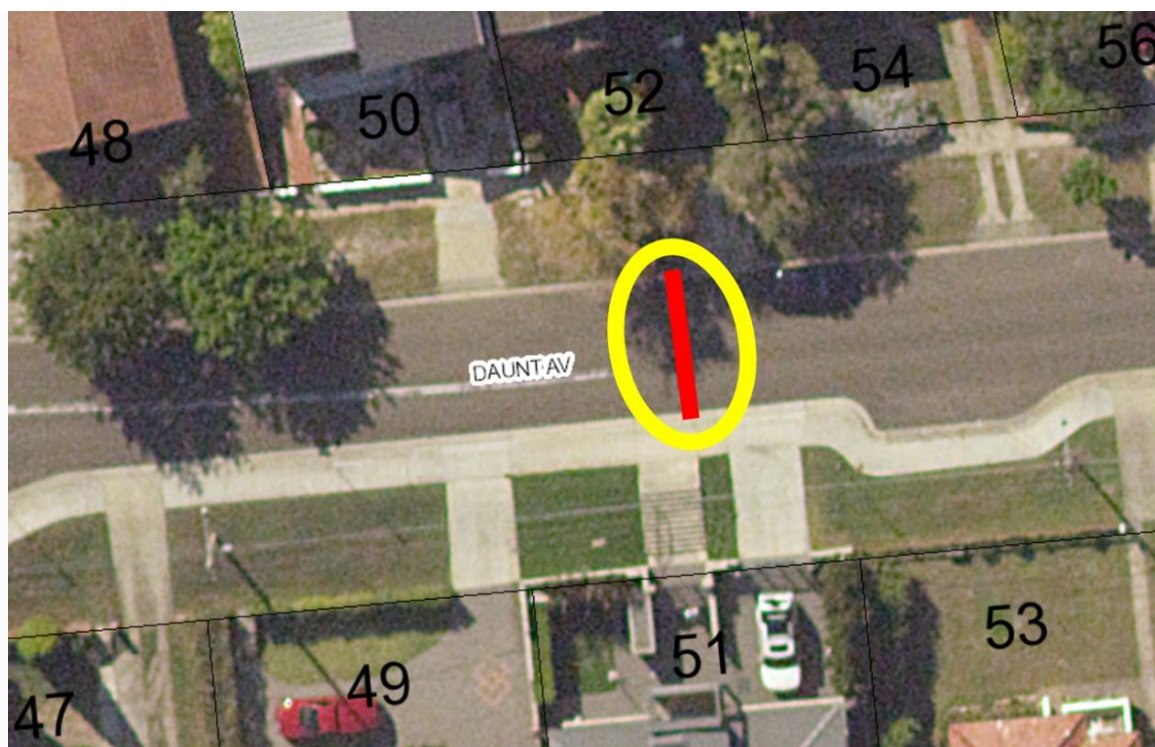


Figure 1: Traffic Survey Location

Daunt Avenue, Matraville (between Poulet Street and Combes Parade / Knowles Avenue)			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	3,357	1,710	1,647
		7 Day Average	3,253	1,662	1,591
		7 Day Average > 60 km/h	46	31	15
Weekday	AM	08:00	279	112	167
Peak hour starts	PM	16:00	312	169	144
Speeds: (km/h)		85 th Percentile	50.9	52.2	49.2
		Average	43.0	44.0	42.1
Speed %:		% of vehicles > 50 km/h	18.05	23.55	12.30
		% of vehicles > 60 km/h	1.42	1.89	0.92
Classification %:		Light Vehicles up to 5.5m	95.89	94.24	97.61

Table 1: Analysis of Traffic Count data

Whilst these traffic surveys indicate that the speeds occurring along Daunt Avenue are typical for such a location, it is considered appropriate to request the Police to consider speed enforcement along the street.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

- That:
- 1. The results of the traffic surveys for Daunt Avenue, Matraville, undertaken in February 2024, be noted;
 - 2. A request be submitted to the Police for them to consider speed enforcement along Daunt Avenue; and
 - 3. The person raising concerns about this matter be informed of the results.

TC60/24 Haig Street, Maroubra - resident parking scheme (M) (D05134928)

Following several enquiries from local residents, investigations have been undertaken regarding the parking situation in Haig Street between Anzac Parade and Mons Avenue, Maroubra.

A parking turnover survey was undertaken in November 2023 on two typical weekdays (Tuesday and Thursday) and on a Saturday. The average occupancy rate for Tuesday and Thursday were 90% and 86% respectively and the average occupancy rate for a Saturday was 89%. The off-street parking audit was also undertaken concurrently. The data justified the undertaking of a survey of residents regarding the possible expansion of the Resident Parking Scheme into Haig Street, Maroubra.

Residents of Haig Street, between Anzac Parade and Mons Avenue, were surveyed in March 2024 to gauge their views on the proposal. The survey was distributed to some 52 residences and 14 valid responses were received. The results of the survey are provided in the following table:

Question	YES	NO	UNDECIDED
Do you support the installation of resident parking in Haig Street	5 (35.7%)	7 (50%)	2 (14.3%)

As the majority of the surveyed Haig Street respondents were not supportive of the introduction of the Resident Parking Scheme, it is proposed that no changes be made to the current Haig Street parking controls, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

- That:
- 1. No changes be made to the current Haig Street parking controls, at this time.
 - 2. The residents of Haig Street, between Anzac Parade and Mons Avenue, be notified of the result of the community survey.

**TC61/24 Traffic Committee Report - Hastings Avenue, Chifley – Safety Improvements (M)
(F2023/02312)**

On 22 March 2022, Council resolved (D'Souza/Burst):

"That Council investigate the installation of traffic calming devices in Hastings Avenue, Chifley, opposite the children's playground, in order to avoid potential pedestrian injuries at that location, with a report to be considered by the Randwick Traffic Committee."

Hastings Avenue is a two-way collector road and is approximately 9m wide. It runs north-south between Macquarie Street and Little Bay Road. Parking is unrestricted on both sides of the street, and it was observed that it was moderately utilised by visitors of the Chifley Sports Reserve and residents of the street.

To encourage safer behaviour along Hastings Avenue, Chifley, it is proposed to install centrelines at intersections and bends, along with statutory No Stopping signs at intersections. Also a three metre extension of an existing No Stopping parking control at the frontage of No.53 Hasting Avenue, new Curve Left and Curve Right signs to be installed at the bends, and installation of Crest signs prior to the slope of the road, are proposed.

These proposals are detailed within the following diagrams:



Figure 1: Intersection of Hastings Avenue and Macquarie Street

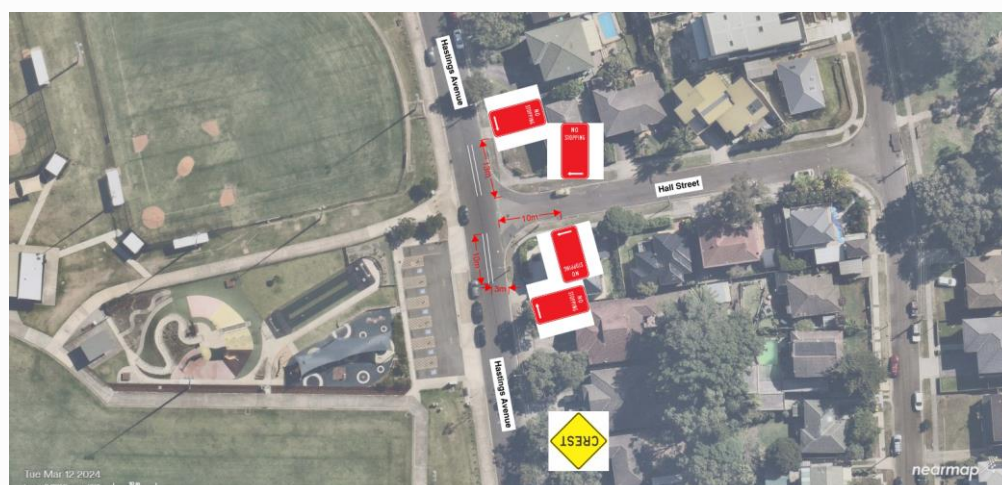


Figure 2: Intersection of Hastings Avenue and Hall Street



Figure 3: Intersection of Hastings Avenue and Little Bay Road

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That:

1. The proposed Hastings Avenue road safety improvements, detailed within this report, are implemented; and
2. The resident raising concerns be notified about the recommendation of the Traffic Committee.

TC62/24 Traffic Committee Report - Prince Henry area at Little Bay - various matters (M) (F2006/00061)

Council officers are currently liaising with representatives of the Prince Henry Community Association regarding several traffic and parking issues within their area. A number of these matters may be finalised by the time of the Traffic Committee meeting. It is proposed to table appropriate proposals at the Committee meeting and provide a verbal report.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion:

Mr Lehmann stated that the one way direction signage in a number of the streets in the southern part of the Prince Henry part of Little Bay, were in need of upgrading. Mr Sritharan advised that signage upgrades in streets which are currently one way did not require referral to TfNSW.

Mr Lehmann explained that Council would like to change the two way nature of Curie Avenue, from Brodie Lane to Pine Avenue, to a one way northerly direction. Mr Sritharan indicated that this proposed change will require formal submission to TfNSW.

A table detailing proposed No Parking controls was displayed at the meeting. These recommended controls were proposed in order to maintain service vehicle and emergency vehicle access to the tight street network.

Street	Side	Location
Curie Avenue	East	Opposite Brodie Lane
Fleming Street	South	Opposite Curie Avenue
Darwin Avenue	East	Opposite Fleming Street
Gull Street	South	Opposite Darwin Avenue

Mr Lehmann also tabled a diagram indicating the proposed 40km/h speed limit area at Prince Henry.

Recommendation

- That:
1. A formal submission be made to TfNSW to Impose a one way north bound movement upon Curie Avenue, between Brodie Lane and Pine Avenue;
 2. The proposed No Parking restrictions tabled at the meeting are endorsed for implementation; and
 3. The proposed 40km/h area in Prince Henry is noted.

TC63/24 Traffic Committee Report - Electric Vehicle Parking Spaces - various locations (H,M,C) (F2012/00398)

The objective of this Traffic Committee item is to correct an error in the recommendation put to, and endorsed by, the Traffic Committee at a previous meeting held on 10 October 2023.

At that earlier meeting it was incorrectly recommended that the type of EV parking signage delineated by the signage code 'R5-1-10n', be installed. Unfortunately, the signage type which should have been recommended at these locations is 'R5-1-12n'.

R5-1-10n (incorrect)	R5-1-12n (correct)
<div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY</div><div></div></div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY</div><div></div></div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY</div><div></div></div></div>	<div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY WHILE CHARGING</div><div></div></div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY WHILE CHARGING</div><div></div></div><div><div>1P</div><div>9 AM - 6 PM</div><div>MON - FRI **</div><div></div><div>ONLY WHILE CHARGING</div><div></div></div></div>

This correction will ensure that only EVs which are in the process of being charged are permitted to park (for the duration indicated) at the subject location.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

That the EV parking controls previously recommended (for various locations) at the Traffic Committee meeting held on 10 October 2023, and identified as *Item TC144/23 - Minor Signage Items 12, 14, 15 and 17*, be amended from the R5-1-10n type of parking controls to the R5-1-12n type of parking controls.

TC64/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage - May 2024 (All) (F2021/00658)

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.	Chester Avenue, (M)	E	12.5	51 Chester Avenue, Maroubra NSW 2035	Unrestricted	LA/143/2024 & D05270341- AB & LB (AD)
2.	Chester Avenue, (M)	W	7	54 Chester Avenue, Maroubra NSW 2035	Unrestricted	LA/143/2024 & D05270341-AB & LB (AD)
3.	Addison Street (H)	W	22	157 Addison Street, Kensington NSW 2033	Restricted	LA/136/2024 & D05265821-AB & LB (AD)
4.	Llanfoyst Street (C)	W	12	3-4 Llanfoyst Street, Randwick NSW 2031	Unrestricted	LA/163/2024 & D05282695 – SW & LB (AD)
REMOVAL						
5.	Mulwaree Avenue, Randwick (C)	E & W	31 combined	19 Mulwaree Avenue, Randwick	Unrestricted	LA/1034/2022 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.

Discussion: NIL

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.

**TC65/24 Traffic Committee Report - Minor Signage Items - Parking and Regulatory (All)
(F2014/00528)**

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

Item No	Location	Issue Request	Recommend Approval?	Comments
1.	Addison Street, Kensington (H) (D05264579 – AB) (AD)	Install accessible parking signage "R5-31"	Yes	Existing parking space in Addison Street (west of the car park entry) to be signed posted by "R5-31"
2.	Malabar Road, SOUTH COOGEE (C) (F2024/00425-RM) (AD)	Modify the existing 4P 8:30am-6pm, Mon-Fri parking control on the western side of Malabar Road, between Arden Street and Moverly Road (adjacent the cemetery) so that it applies Mon-Sun and so that it includes a 'Council Authorised Vehicles Excepted' exemption.	Yes	To assist with the parking of Council authorised essential vehicles, associated with the numerous, regular, Council events held within the Coogee basin.
3.	Boyce Road, MAROUBRA (M) (D05146154-RM) (AD)	Remove 'No Stopping' across the driveway of No.118 Boyce Road, Maroubra NSW 2035.	Yes	To remove excess signage on Boyce Road and to reintroduce NSW Road Rule No.198.
4.	Judge Lane, RANDWICK (C) (639743-RM) (AD)	Install 5m 'No Parking' on the eastern side of Judge Lane, commencing 10m south of Gray Street.	No	To allow vehicles to access and egress from the driveway of No.32 Coogee Bay Road.
5.	Maroubra Road, MAROUBRA (M) (D05230738 - SW) (AD)	Install "4P Sunday 8am-8pm" starting from the western edge of the vehicular access for 339A Maroubra Road, Maroubra and continuing west for 24 metres.	Yes	To cater for the balanced on-street parking needs of church patrons and nearby residents.
6.	Baird Avenue, MATRAVILLE (M) (D05189394 - SW) (AD)	Install Motorcycle Parking restriction on the western side of Baird Avenue, Matraville starting from the southern No Parking sign located along the frontage of Baird Reserve and continuing south for 2.5m.	Yes	As there is demand for dedicated motorcycle parking in this location.

7.	Bowral Street, Kensington (H) (D05186804-JLP) (AD)	At the February 2024 Traffic Committee Meeting (TC17/24.7) it was recommended to replace a car share parking space in Bowral Street at the frontage of 73-75 Doncaster Avenue, Kensington with a 2P parking control. Upon review it is considered that a 4P 8am-8pm - Mon-Fri - Permit Holders Excepted - Area KN2, control should be imposed instead.	Yes	To align with adjacent parking controls.
8.	Australia Street, Matraville (M) (D05265634 -TL) (AD)	Install 5.4m long Mobility Impaired Person's Parking Space (MIPPS) on the north side of Australia Street, starting immediately east of the driveway access to 90 Australia Avenue.	Yes	To assist eligible mobility impaired residents park close to their property.
9.	Franklin Street, Matraville (M) (D05295518-TL) (AD)	Install 20m of No Parking parking prohibition along the southern side of Franklin Street, centred upon the driveway to 75-105 Franklin Street, some 65m west of Larose Avenue, Matraville.	Yes	To assist motorists, towing horse floats and other trailers, with manoeuvring into and out of the 'Franklin Street Stables' site at this location.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That,

1. the recommendations listed in the Minor Signage items table, are implemented, apart from Item 4 - Judge Lane, Randwick,
2. Regarding Item 4 - Judge Lane, Randwick, the removal of the public parking space to access a private space is not supported as access to the parking space, though sometimes challenging, can be achieved.

TC66/24 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping (All) (F2008/00166)

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 . (m)	Direction	Of	Ref's and / or Comments
1.	Canberra Street	Randwick	West	10	North	Bundock Lane	D05271798 - TL
2.	Dolphin Street	Randwick	South	10	East	Judge Street	D05219472 - AB
3.	Loch Maree Street	Maroubra	East & West	10	South	Holmes Street	D05241487- SW
4.	Holmes Street	Maroubra	South	10	East & West	Loch Maree Street	D05241487- SW
5.	Jennifer Street	Little Bay	West	20	South	Dawes Street	D05271272 - SW
6.	Jennifer Street	Little Bay	West	10	North	Dawes Street	D05271272 - SW
7.	Dawes Street	Little Bay	North	10	West	Jennifer Street	D05271272 - SW
8.	Dawes Street	Little Bay	South	32	West	Jennifer Street	D05271272 - SW
9.	McCauley Street	Matraville	South	10	East & West	Australia Avenue	D05244270 - SW
10.	Australia Avenue	Matraville	East & West	10	South	McCauley Street	D05244270 - SW
11.	Llanfoyst Street	Randwick	East & West	10	South	Albert Street	D05213335 - AL

(Reference [NSW Road Rule 170](#))

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That the No Stopping signage proposals, listed in the Parking Control Signage at Intersections table, are approved for installation.

TC67/24 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status (All) (F2004/06616)

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 both the 2022/2023 and the 2023/2024 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$5.7M.

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 currently approved projects.

TfNSW/ (Council) Refs	PROJECT NAME	Program Approved	Approved 2023/24 Funding Allocation	Monthly Status
P.0077856 (D04651015)	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	The draft strategy was considered by the Council on 27/2/24 and was endorsed to be issued for Community Consultation. A report detailing the outcome of the consultation will subsequently come back to Council.
P.0079384 (D04733866)	Anzac Parade Paths Project (APPP) (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.)	Get NSW Active Program 2022/23	50/50 Funding - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Early paths orientation being planned. More detailed traffic signal modelling and design is under progress.
P.0079383 (D04730658)	Bundock Street & Sturt Street Project (Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)	Get NSW Active Program 2022/23	\$474,580	90% design works almost completed.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project (Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)	Get NSW Active Program 2023/24	\$2,000,000	Signal design process has highlighted a clash with a major water main. Engagement of a Water Services Coordinator has commenced.

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	Route option analysis continues. Discussions have been held with Health Infrastructure to better understand route options.
GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – <i>(Design of intersection improvements)</i>	Get NSW Active Program 2023/24	\$400,000	Consultation process has concluded. A report will be made to Council detailing consultation outcomes.
GFR-1024 (D04978003)	Todman Avenue and Lenthall Street Walking & Cycling Improvements Project <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Project just commencing. Submissions from appropriate consultants currently being sought.
P.0084685 (D04996932)	Kensington 40km/h Local Traffic Area <i>(Install a 40km/h zone in area bounded by Anzac Parade and Alison Road, Kensington)</i>	Safe Speeds in High Pedestrian Activity and Local Areas	\$165,000	Introduction of the new 40km/h speed limit (and associated signage / road marking) is scheduled for Thursday 2 May 2024 (weather depending).
P.0084773 (D05071792)	Fitzgerald Street & Paine Street, Maroubra Install retro-reflective pavement markers, on centre or edge lines, install painted median, install street lighting at intersection.	Australian Government Black Spot Program 2023/24	\$37,950	Design finalised and reported to December 2023 Traffic Committee meeting. Lighting design is underway. Installation will soon commence.
P.0084771 D05071792	Franklin Street, Knowles Avenue & Wassell Street, Matraville Install slow point, raised threshold / horizontal deviation at mid-block location and conflict points, improve deflection angle of existing roundabout.	Australian Government Black Spot Program 2023/24	\$180,303	Design finalised and reported to December 2023 Traffic Committee meeting. Installation will soon commence.
P.0085064 D05071792	Mitchell Street & Anzac Parade, Malabar Install pedestrian refuge, Install raised median islands with additional stop or give-way.	Australian Government Black Spot Program 2023/24	\$105,000	Design finalised and reported to December 2023 Traffic Committee meeting. Installation will soon commence.

P.0084947 (D05071792)	Middle Street & Harbourne Road, Kingsford Install raised safety platform at unsignalised intersection.	Australian Government Black Spot Program 2023/24	\$205,000	Design finalised and reported to December 2023 Traffic Committee meeting. Installation will soon commence.
P.0085255 (D05071792)	Perouse Road & St Pauls Street, Randwick Install raised threshold and pedestrian crossing (wombat crossing), install slow point, raised threshold / horizontal deviation at mid-block location and conflict points.	Australian Government Black Spot Program 2023/24	\$272,944	Design finalised and reported to December 2023 Traffic Committee meeting. This project has been rescheduled to better align with urban design upgrade works in the 'The Spot' locality.

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.

Discussion: NIL

Recommendation

That the information be received.

The meeting closed at 10:08am.