



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 11 JUNE 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)
Jared Turkington	Representative for the Member for Coogee
Kathy Neilson	North Ward Councillor
Michael Olive	East Ward Councillor
Marea Wilson	East Ward Councillor
Bill Burst	South Ward Councillor
Kate Lewis	TfNSW
Helen Fragakis	South Eastern Sydney LHD Health
Rino Mucciacciaro	Transdev John Holland
Carmen Avila	Chairperson Randwick Precinct Committee
Sarah Gardiner	Resident
Paul Chilcott	Resident
Anthony Ryan	Resident

Amir Lahouti, Anthony Baradhy, Duncan Scott, Dilruba Akhter, Jay Lee-Pieterse, Padmanaban Subramanian, Paul Araullo, Renna Korn, Rasheeq Mahmood, Shenara Wanigasekera, Meryl Bishop, Whitney Chow - Randwick City Council

Apologies

Apologies were received from:

- Mayor Philipa Veitch
- Constable Charles Cook for NSW Police
- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Mr Lehmann noted that the police had advised that they raise no objections to the recommendations contained within the agenda. (RCC Ref: D05339633).

Matters Arising from the Minutes OR from Council Resolutions

NIL

Traffic Committee Reports

TC68/24 Traffic Committee Report - Albert Street, Randwick (C) (F2004/06137)

A resident of Victoria Street has raised concerns regarding illegal traffic movements in Albert Street between Avoca Street and Victoria Street, Randwick.

Albert Street is a one-way local road which runs in a westerly direction between Pitt Street and Avoca Street, and measures approximately 5.25m wide.

Traffic counts were undertaken from 11 May 2024 for a seven-day period to determine the extent of the illegal traffic movement issue. The counts were installed at the location shown in the following image (outside 2S Albert Street Randwick).



Fig 1: Traffic Survey Location

Table 1: Analysis of Traffic Count data

Albert Street- in front of 2S Albert Street			Direction of Travel		
			Combined	Westbound	Eastbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	494	494	0
		7 Day Average	489	489	0
Weekday	AM	8:00	62	62	0
Peak hour starts	PM	17:00	48	48	0
Speeds: (Km/h)		85th Percentile	33.8	33.8	0
		Average	27	27	0
Speed %:		% of vehicles > 50-60 km/h	0%	0%	0%
		% of vehicles > 60 km/h	0%	0%	0%
Classification % :		Commercial Vehicles (class 3-12)%	3.6%	3.6%	0%

The recorded data indicates no illegal traffic movement recorded during the seven-day count period. Therefore, no targeted actions are deemed necessary at this time. However, the Council will approach the Police and seek that they consider monitoring this intersection from a traffic direction compliance perspective.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

That:

1. No targeted actions be undertaken at this time.
2. The Council approach the local Police seeking that they consider monitoring this intersection from a traffic direction compliance perspective.
3. The resident who raised the concerns be notified of the outcomes.

TC69/24 Traffic Committee Report - Avoca Street / Bundock Street / Sturt Street, Randwick / Kingsford (C) (F2005/00825)

This Committee has previously 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 earlier meetings, 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.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion:

The Transport for NSW (TfNSW) representative, Ram Sritharan, advised that matters such as this should best be considered under General Business, if any updates are required from Transport. He suggested that the seeking of updates from Transport should not be raised as an item for endorsement by the Traffic Committee.

Recommendation

That the TfNSW representative provide an update on the status of the Council submitted Transport Management Plan, seeking endorsement of the proposed right turn bans from Bundock Street and from Sturt Street, at Avoca Street, Randwick

TC70/24 Traffic Committee Report - Boundary Street, Clovelly (C) (F2005/00497)

The Clovelly Precinct Committee previously sought advice with regards to options available to minimise the use of Boundary Street for permanently parked vehicles. The matter was referred to Council's Rangers for investigation.

In the case of unregistered vehicles, the last registered owners of these vehicles and trailers would be posted a penalty notice and the trailers / vehicles would be further investigated as suspected abandoned vehicles. With regards to any registered trailers parked legally, Council Rangers would make a determination whether to further investigate them, as unattended items, under the Public Spaces Unattended Property Act 2021 (PSUP Act).

The Clovelly Precinct Committee has requested a report on the findings regarding vehicles parked in Boundary Street east of Andrews Street and to again consider parking restrictions as implemented in Burnie Street adjacent to the park.

Discussions with the Rangers Team have identified that a number of fines have been issued to unregistered Class A motor vehicles and unregistered trailers parked on Boundary Street. Furthermore, Rangers have investigated a large number of vehicles, trailers and boat trailer parked along Boundary Street adjacent to Waverley cemetery under the PSUP Act with appropriate notices sent to the registered owners of these vehicles. This has generally resulted in these vehicles being moved.

For those vehicles that are registered and currently legally parked, if parking restrictions were introduced to this section of Boundary Street, this would then likely cause these vehicles to relocate to local streets which may exacerbate local parking supply issues within local streets. From satellite imagery (as included below) and site visits, it can be seen that the quantum of trailers and boats is minor in comparison to the available area for parking.



Figure 1: Satellite Imagery of Boundary Street, Clovelly

As such, the scale of the issue is not considered of high enough significance to warrant the introduction of parking restrictions.

It is suggested that Rangers continue to enforce this area of concern under the PSUP Act. Under this legislation a vehicle is deemed 'Unattended' and subject to regulatory action if it is left unmoved in a public place for a period of 15 days for unregistered items and 28 days for registered items.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion:

Mr Lehmann advised the Committee that a petition had just been received by the Council requesting installation of a new parking control on part of the northern side of Boundary Street. Ms Gardiner (resident) addressed the Committee explaining the concerns of Boundary Street residents. She raised safety concerns regarding the parking of boats and trailers along the section of Boundary Street which has the low aris rail fence.

After some discussion it was agreed that the proposal within the petition be investigated by Council officers, with a report coming back to this Committee once completed.

Recommendation

That:

1. Council Rangers continue to enforce this area of concern under the Public Spaces Unattended Property Act 2021, and
2. Council officers investigate the opportunities to install parking restrictions as per the petition received this morning.

TC71/24 Traffic Committee Report - Resident Parking Scheme, Part review of Coogee Area CO6 (C) (F2014/01091)

Council has been requested to extend the resident parking allocation into Bay Street due to concerns about parking availability for Permit holders. Bay Street is within the Resident Parking Area CO6 and currently no resident parking zones are available in this street.

Given the concerns raised, a desktop analysis was undertaken regarding the number of resident parking zones available against the number of permits issued within CO6. The results of the analysis are shown below:

Desktop Analysis – Permits issued vs RPS zone in CO6

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
CO6	Alexander Street	22	11	Install additional eleven resident parking zones on the east and west side of Alexander Street
CO6	Arden Street	15	15	No extension is required
CO6	Clifford Street	1	0	Install two resident parking spaces at the frontage of 2 Clifford Street
CO6	Oberon Street	2	0	Install two resident parking spaces in front of 225 Oberon Street
CO6	Malabar Road	1	0	Install two resident parking spaces in front of 57 Malabar Road
CO6	Bay Street	1	0	Install one resident parking space in front of 20A Bay Street

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That additional "2P, 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area CO6" parking restrictions are approved for installation as detailed below:

1. Four spaces on the western side of Alexander Street - from the southern property boundary of 26 Alexander Street and continuing 20m northerly.
2. Four spaces on the eastern side of Alexander Street – from the southern end of the driveway of 11-15 Alexander Street and continuing 20m southerly.
3. Three spaces on the eastern side of Alexander Street - starting at the southern end of the driveway of 3 Alexander Street and continuing up to the northern end of the driveway of 7-9 Alexander Street exclusive of 5 Alexander Street driveway.
4. Two parking spaces on the northern side of Clifford Street, at the frontage of 2 Clifford Street, Coogee.
5. Two parking spaces on the northern side of Oberon Street, at the frontage of 225 Oberon Street, Coogee.
6. Two parking spaces on the northern side of Malabar Road in front of 57 Malabar Road, Coogee.
7. One parking space on the northern side of Bay Street, in front of 20A Bay Street, Coogee.

TC72/24 Traffic Committee Report - Short Street, Randwick - Taxi Zone (C) (F2007/00511)

During the Local Traffic Committee meeting held on 9 April 2024, an item was submitted in relation to establishing a Taxi Zone due to concerns raised regarding the difficulty of hailing a taxi on Belmore Road and the surrounding streets near the Royal Randwick Shopping Centre.

A proposal was put forth for a 12m long Taxi Zone be installed on the north side of Short Street starting immediately after the existing 11.7m long 'No Stopping Authorised Community Transport Vehicles Excepted 10 min Limit' restriction. This previous proposal also included an exception for Taxis from the existing No Right Turn Restriction applying to Short Street motorists, at Avoca Street. The recommendation from the April Local Traffic Committee meeting was that the matter of a new taxi rank in the Randwick Shopping Centre be deferred pending an investigation of an alternate location for the rank.

Subsequently an investigation has been conducted resulting in two preferred options:

Option 1: Short Street 12m Taxi Zone with no exemption for Taxis with regards to the No Right Turn Restriction



The NSW Taxi Council have said that they are happy to proceed with this option on Short Street however have noted that the right turn restriction may deter some passengers from using the rank if it is not in the benefit of the passenger's direction of travel.

If this option were chosen to proceed with, it is suggested that this proposal be implemented for a period of 6 months to assess the long-term viability of a Taxi Zone on Short Street.

Option 2: Arthur Street 12m Taxi Zone resulting in the relocation of the existing No Stopping Signage and the Motorcycle Parking Area.



The option explored for locating the taxi rank along Arthur Street would allow for greater options for the direction of travel for vehicles leaving the site. Vehicles would be able to utilise Arthur Lane to travel in northbound and westbound direction as well as utilizing Botany Street and Arthur Street to travel to the north, south and east.

If this option were chosen, the NSW Taxi Council would first have to be consulted for agreement regarding this alternate location. Should they agree to proceed with the proposal, it is suggested that this proposal be implemented for a period of 6 months to assess the long-term viability of a Taxi Zone on Arthur Street.

Resourcing Strategy implications

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

Discussion:

Councillor Neilson addressed the Committee and suggested that both streets should be considered for Taxi Zones, for a trial period. Councillor Olive asked that a further location on the eastern side of Belmore Road, south of Short Street, be evaluated. Mr Lehmann advised that TfNSW had requested that the final determined option be brought back to the Traffic Committee for endorsement.

Rino Mucciacciaro (TJH- local bus operator) asked that, if a two space Taxi Zone was endorsed, the operation of the Zone be closely monitored, as additional third or fourth taxi may pull up, seeking to access the zone. This would create problems for bus operations. This request was noted.

Recommendation

That, following receipt of feedback from the Taxi Council, a further report be brought back to this Committee with a recommendation of a firm location for a six month Taxi Zone trial, including an indication of how the trial will be evaluated.

TC73/24 Traffic Committee Report - Anzac Parade, Kingsford - Mobility Impaired Person's Parking Spaces (H) (F2004/07249)

In an endeavour to provide additional mobility parking spaces within the median island carpark located at Anzac Parade, Kingsford, and to ensure existing restrictions are enforceable the following changes are proposed.

It is proposed to convert three parking spaces in the central Anzac Parade carpark, located immediately south of Sturt Street, Kingsford, as indicated in Figure 1 into two Mobility Impaired Persons Parking Spaces (MIPPS) with accessible parking stencils and signage, and one shared zone area with hatching and a bollard.

Noting its proximity to Junior Kingsford Leagues Club and Holy Trinity Kingsford Anglican Church, it is recommended to provide two additional MIPPS to accommodate easier access for mobility impaired persons. This carpark does not receive a high volume of traffic except for days where events are being held at Junior Kingsford Leagues Club. The proposed spaces would result in the loss of three regular parking spaces but will provide two MIPPs.



Figure 1: Location 1 - Proposed MIPPS Arrangement on median carpark on Anzac Parade and south of Sturt Street.

Council also proposes to install MIPPS signage to an existing MIPPS area located further south in the median carpark on Anzac Parade, Kingsford (opposite no.608 Anzac Parade) as indicated in Figure 2. This will ensure compliance with the relevant standards / guidelines and will ensure that the restrictions are better understood by the public. A ramp access from the shared zone area, east of the light pole is also recommended to improve mobility impaired persons access to and from the MIPPS.



Figure 2: Location 2 – Proposed MIPPS signage on new stem and ramp installation on existing MIPPS space on median carpark on southbound Anzac Parade, Kingsford.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That:

1. Two 2.4m MIPPS with a 2.4m shared area in between be marked up with the installation of MIPPS signs 7.2m apart inside the Anzac Parade median island carpark, immediately south of Sturt Street, as illustrated in Figure 1; and
2. A 7.2m MIPPS zone be installed inside the Anzac Parade median island carpark access, opposite no.608, as illustrated in Figure 2.

TC74/24 Traffic Committee Report - Apsley Avenue, Kingsford (H) (F2014/01091)

Concerns have been raised about the parking availability in Apsley Avenue, Kingsford, and Council has been requested to consider extending the resident parking in Apsley Avenue. Whilst Apsley Avenue is within the KF3 Resident Parking Area, there are currently no resident parking zones available in this street.

A recent audit reveals that there are three resident parking spaces alongside 11-15 Hayward Street and that three Parking Permits have been issued for that section.

As it is known that other residents are in the process of applying for Parking Permits, it is considered that two additional resident parking spaces be provided adjacent to the frontage of 8 Apsley Avenue, Kingsford.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That:

1. Two resident parking spaces "2P, 8am-6pm, Mon-Fri, Permits Holders Excepted, Area KF3". be installed at the frontage of 8 Apsley Avenue, Kingsford.
2. The immediate affected residents be notified about this parking changes.

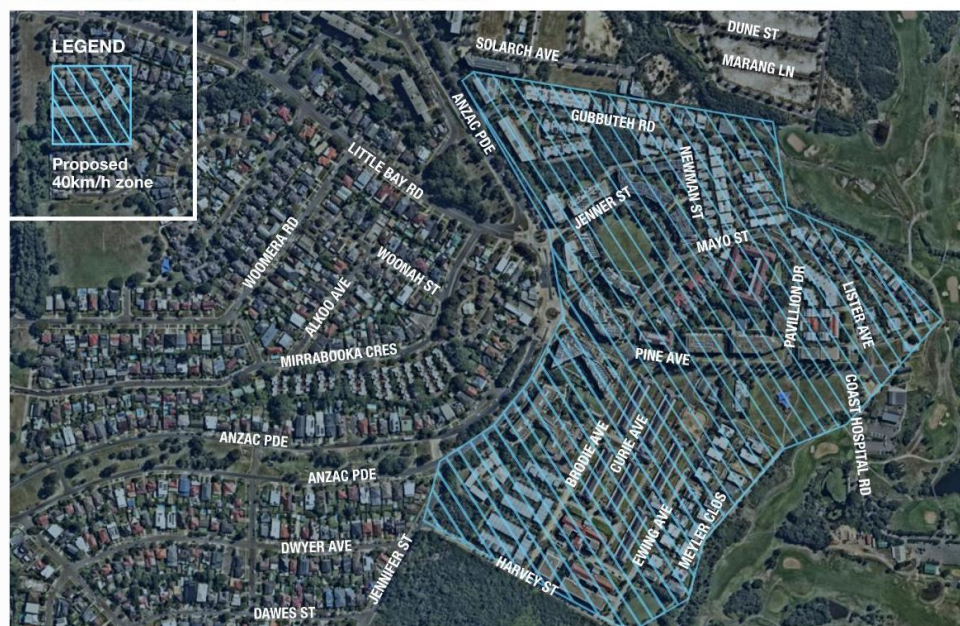
TC75/24 Traffic Committee Report - Speed Reduction - 40 km/h in Prince Henry area of Little Bay (F2024/00102)

The Prince Henry Community Association (PHCA) and a number of local residents have, over the years, raised concerns about speeding within the Prince Henry area of Little Bay. Additionally, the Council's 2023-24 Operational Plan and Budget, which was adopted at the Ordinary Council Meeting held on 27 June 2023, includes the following Delivery Program Commitment:

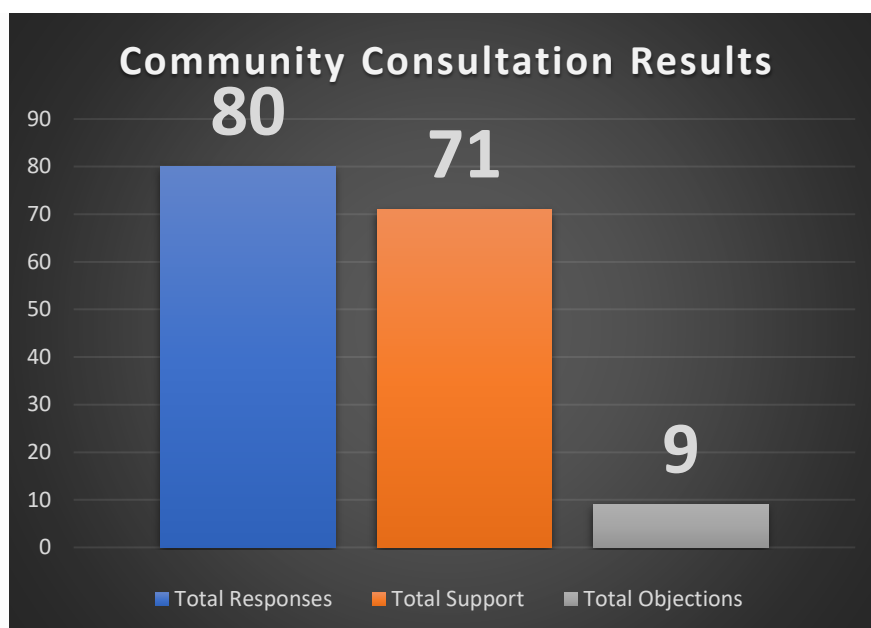
"Work with Transport for NSW to review speed limits (differentiating between town centres and residential areas) in 2 identified areas each year until 2031."

Accordingly, a submission was made to TfNSW seeking a reduction of speed limit in this area, from 50 km/h to 40km/h. The Council has been working with Transport for NSW in order to introduce a 40km/h speed limit in Prince Henry Precinct, Little Bay. The identified area is bound to the east by Little Bay beach and to the west by Anzac Parade as indicated in the figure below.

Prince Henry, Little Bay – Proposed 40km/h zone



The proposal involves reducing the current speed limit from 50 km/h to 40 km/h. This follows a comprehensive analysis comprising numerous speed surveys and strong support from the residents of the Prince Henry Precinct. The figure below indicates that out of 80 responses from the residents, 71 are supportive, while only 9 are objections.



The streets proposed to be included in this speed reduction include Gubbuteh Road, Newton Street, Jenner Street, Mayo Street, Lister Avenue, Murra Murra Place, Pavilion Drive, Pine Avenue, Brodie Avenue, Curie Avenue, Darwin Avenue, Ewing Avenue, McMaster Place, Meyler Clos, Fleming Street, Gull Street, Harvey Street and Coast Hospital Road.

This proactive measure is intended to enhance safety for people walking, riding, or driving in Prince Henry Precinct. Given the nature of these streets, this speed limit change is being implemented by way of signage and linemarking only. No additional physical devices are proposed at this stage.

Note that this Traffic Committee item is tabled only for the information of the Committee. The authority to implement speed limit changes is retained by Transport for NSW and is not delegated to Councils. Further note, as detailed at the previous meeting of this Committee, that the changes proposed to Curie Street (conversion to one-way northerly) have been formally submitted to TfNSW for consideration.

Resourcing Strategy implications

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

Discussion:

Councillor Burst sought clarification that the proposed Prince Henry area 40km/h speed limit did not apply to Anzac Parade. Mr Lehmann confirmed that the proposed Prince Henry 40km/h speed limit area was constrained to just the smaller local streets and did not include Anzac Parade. Mr Lehmann also advised that the final results of community consultation regarding this project was as follows:

- Total number of responses received: 83
- Number of responses in favour of the proposal: 72 (87%)
- Number of responses against the proposal: 10 (12%)
- Number of responses unsure about the proposal: 1 (1%)

Recommendation

That, the upcoming implementation of a 40km/h speed limit, in the Prince Henry part of Little Bay, is noted.

TC77/24 Traffic Committee Report - Glanfield Street, Maroubra (M)
(F2004/08338)

At its ordinary meeting, held on 27 June 2023, the Council resolved (Rosenfeld/D'Souza) that:

- a) Council request the Traffic Committee to look at the following for Glanfield Street, Maroubra between Bunnerong Road and Royal Street:
 - the feasibility of installing bollards at sections of the road on both sides;
 - the possibility of installing signs that instruct residents of the correct parking method; and
- b) consultation is to take place with impacted residents.

Community consultation was undertaken and, out of 182 letters sent out, only 2 responses were received - both against the proposal to regularize parking behaviour with the installation of bollards..

Glanfield Street, between Bunnerong Road and Royal Street, is 300m long. From Bunnerong Road easterly there is a 125 metre length of viable footpath, along the southern side of the street, extending to the rear of 18 Maroubra Road (see area coloured yellow in image below). From this point easterly there are challenges with substantial trees and land ownership issues along the southern side of the street. At the rear of 24 Maroubra Road (the small area highlighted in light green) the private property boundary actually extends to the gutter. Hence this section is not in Council ownership and a footpath cannot be installed. Given the private ownership status and given the substantial trees, a viable footpath cannot be installed upon the southern side of Glanfield Street, east of no.18 Maroubra Road.

However, from the end of the southern footpath, at the rear of 18 Maroubra Road, pedestrians can cross the lightly trafficked Glanfield Street to the northern side of the road. They can then walk easterly along the partially paved and partially grassed walkway, adjacent to the front fences on the northern side of Glanfield Street, for 130 metres (shown in light blue), to a point outside 36 Glanfield Street.



From 36 Glanfield Street to Royal Street pedestrians must walk upon the roadway for some forty metres, between nos 48 and 52 Royal Street (see area marked in pink). The side boundaries of these Royal Street fronting properties limit the area into which we could expand to create a footpath. A footpath cannot be introduced unless the street was narrowed significantly by building a footpath and introducing a one-way movement to the street.

Following this examination, it is proposed to install Pedestrian Warning signage (W6-1A) at either end of the narrow part of Glanfield Street, just west of Royal Street, Maroubra, to alert motorists to expect possible pedestrian activity at this narrow location.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That Pedestrian Warning signage (W6-1A) be installed at either end of the narrow part of Glanfield Street, just west of Royal Street, Maroubra, to alert motorists to expect possible pedestrian activity at this narrow location.

TC78/24 Traffic Committee Report - Green Street, Maroubra (M) (F2024/07866)

At the February 2024 Traffic Committee meeting, consideration was given to possible changes in the traffic flow in Green Street, between Garden Street and Anzac Parade, Maroubra (Traffic Committee report no.TC12/24). The Committee recommended the following.

That, a report come back to the Traffic Committee regarding:

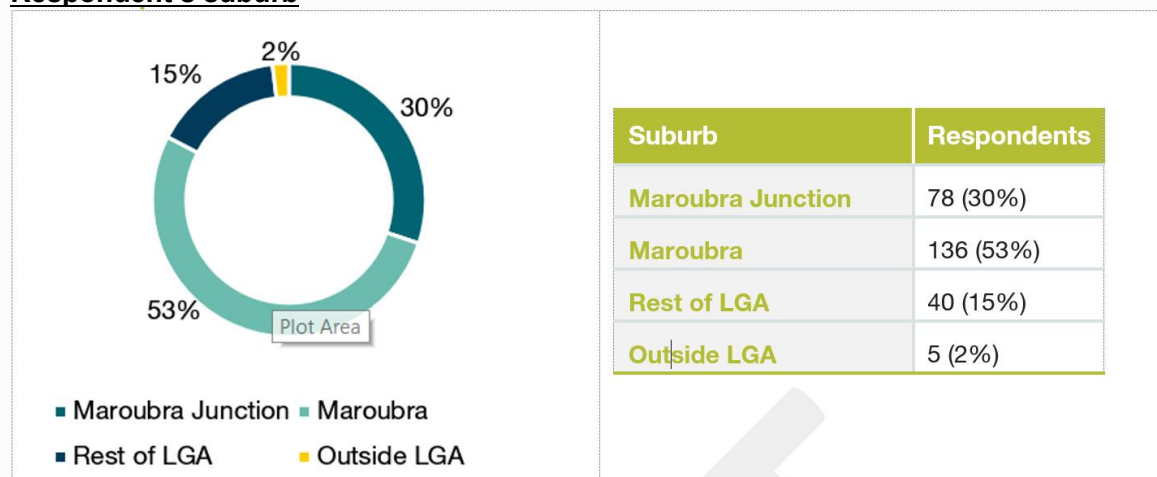
- 1 *The results of community consultation about a possible change in the direction of traffic flow along Garden Street, between Green Street and Anzac Parade, and,*
- 2 *issues relating to the cutting back of the kerb at the southwestern corner of Green and Garden Streets.*

Accordingly, community consultation was undertaken through April 2024, concluding on 6 May 2024. The community was asked to consider five options for this part of Green Street:

- ☐ Option 1: No changes (maintain current arrangement)
- ☐ Option 2: Green Street one-way westbound (Garden St to Anzac Pde)
- ☐ Option 3: Green Street one-way eastbound (Anzac Pde to Garden St)
- ☐ Option 4: Eastern end one-way easterly and the remaining section two way
- ☐ Option 5: Western end one-way westerly and the remaining section two way

More than 250 survey responses were received. Fifty three percent (136) of the respondents were from the wider Maroubra area, with 30% (78) of total respondents indicating that they were specifically from the Maroubra Junction area. Fifteen percent (40) of respondents came from elsewhere in the Randwick LGA and 2 % (5) indicated that they were from outside the Randwick LGA.

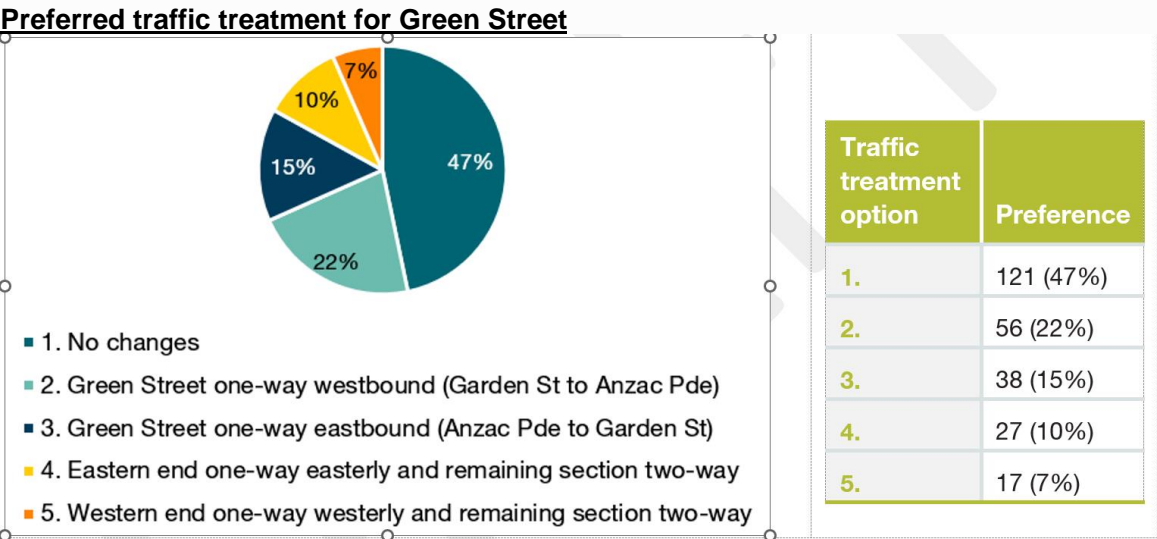
Respondent's suburb



Graph 1: N = 259. Your suburb

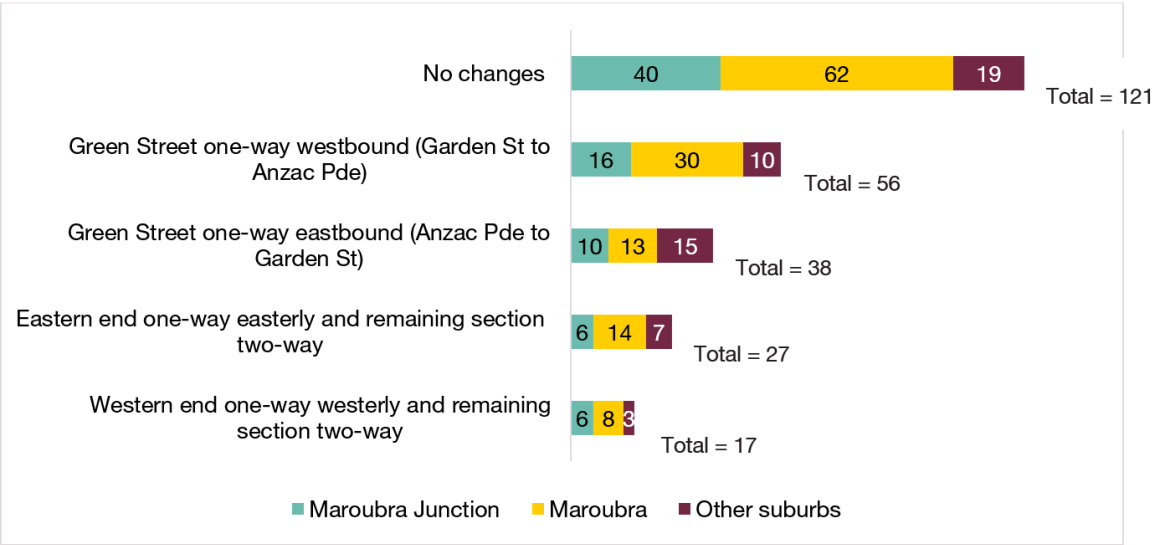
Of the 259 respondents, 121 (47%) indicated a preference for **no changes** to the current arrangement on Green Street. They cited flexibility and accessibility, reduced congestion on surrounding streets, and concerns about exacerbating current problems or creating new ones as the main reasons for 'No Change' being their preferred option.

The full results of the consultation is shown below:



Graph 2: N=259. Preferring treatment for Green Street.

The largest proportion of survey respondents (47%) prefer no change to the current traffic arrangement on Green Street, between Garden Street and Anzac Parade.



Graph 3: N=259. Breakdown of preferred treatment for Green Street based on suburb.

The graph indicates a strong preference among Maroubra Junction and Maroubra residents for maintaining the current traffic arrangement on Green Street, with a total of 102 respondents in favour of no change. Accordingly, it is recommended that no change be made, at this time, to the traffic flow in Green Street, between Anzac Parade and Garden Street, Maroubra.

The other matter considered at the February 2024 Traffic Committee meeting related to the cutting back of the kerb at the southwestern corner of Green and Garden Streets. This matter is with Council's designers for an examination of truck swept paths, pedestrian considerations, and effects on the adjacent overhanging awning. Once all matters have been considered the issue will be brought back to the Traffic Committee.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

That:

1. Given the views of community members, no change be made to the current traffic flow arrangements in Green Street, between Anzac Parade and Garden Street, Maroubra, at this time.
2. The issues relating to the cutting back of the kerb at the southwestern corner of Green and Garden Streets be further investigated and be brought back to future Traffic Committee meeting.

TC79/24 Traffic Committee Report - Hunter Avenue, Matraville (M) (F2006/00657)

Concerns have been raised from the Matraville Precinct in relation to congestion at Paterson Street and Hunter Avenue during the school zone period. A meeting was held on site between Committee members and the manager of the Integrated Transport Department, Tony Lehmann.

At this meeting it was suggested that Hunter Avenue be subject to a one-way restriction to aid with the traffic issues raised. Hunter Avenue is a two-way local road providing a width of approximately 7.8 metres. It runs east to west between Clarence Street in the east and Norfolk Parade in the west. Parking is unrestricted on either side of the street.

Subsequently, traffic counts were undertaken on 8 May 2024 for a seven-day period to determine the vehicle flows along this roadway and the speeds at which they travel. The counts were installed at the location shown in the following image.



Fig 1: Traffic Survey Location

Whilst the data (overleaf) reflects the peak flows due to pick-up and drop-off traffic at the nearby school, the data shows that outside of the school pick up and drop off periods, the traffic volumes along Hunter Avenue are not greatly skewed in the eastbound or westbound direction. Between 9am and 3pm, 60% of the average weekday traffic volumes along Hunter Avenue travelled eastbound and 40% travelled westbound. Similarly, between 4pm and 9pm, 61% of the average weekday traffic volumes travelled eastbound and 39% travelled westbound.

The data also highlights that the average daily traffic volumes are typical of such locations and the 85th percentile is 39.1km/h which is well below the posted speed limit of 50km/h.

Hunter Avenue,- in front of 3 Hunter Avenue			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	789	512	276
		7 Day Average	717	464	253
Weekday	AM	8:00	127	89	37
Peak hour starts	PM	15:00	116	96	20
Speeds: (Km/h)		85th Percentile	39.1	38.7	39.0
		Average	32.5	32.4	32.6
Speed %:		% of vehicles > 50-60 km/h	0.3%	0.2%	0.5%
		% of vehicles > 60 km/h	0%	0%	0%
Classification % :		Commercial Vehicles (class 3-12)%	6%	5%	8%

Table 1: Analysis of Traffic Count data

The restriction of Hunter Avenue to one-way traffic flow would impact on traffic flow in the locality and access to both residential and commercial properties in the vicinity of the site. When considering the traffic flows outside of the school peak period, these are not considered significant enough to warrant a one-way treatment. In addition, the data shows that vehicles are currently travelling well below the posted speed limit.

As with any road network surrounding a school, a greater volume of traffic is expected for a short period of time due to school pick up and drop off. The requirement for vehicles to yield to one another on the road works to create a lower speed environment.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: NIL

Recommendation

That:

- That the results of the traffic surveys for Hunter Avenue, Matraville, undertaken 8 May 2024 be noted.
- The Precinct raising these concerns be notified about the recommendation of the Traffic Committee.

TC80/24 Traffic Committee Report - Prince Edward Street, Malabar - Proposed centrelines at Howe, Napier, Raglan and Ireton Streets intersections (M) (F2004/07225)

In order to induce a slower speed along Prince Edward Street and to facilitate better lane discipline it is proposed to install 9m of double centrelines and 25m of broken centrelines in Prince Edward Street, on approach to each of the following intersections:

- Howe Street,
- Napier Street,
- Raglan Street and
- Ireton Street.

The proposed centre line marking will also result in greater awareness of approaching intersections and will likely result in a better road safety outcome. A 9m length of double centre line is also suggested in Howe Street, on approach to Prince Edward Street.

Slower speeds, better lane discipline and greater awareness of approaching intersections will likely result in a better road safety outcome along Prince Edward Street in Malabar.

Resourcing Strategy implications

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

Discussion:

Mr Sritharan (TfNSW) advised that Transport has no objections to the recommendation, subject to the proposed linemarking being installed in accordance with the relevant Australian Standards & relevant Guidelines.

Recommendation

That, in order to induce slower speeds and induce better lane discipline and also to raise greater motorist awareness of approaching intersections:

- a) A 20m length of Dividing Line (broken centre line) followed by a 9m length of Barrier Line (double centre line) be installed in Prince Edward Street on each approach to each of the following intersections:
 - Howe Street,
 - Napier Street,
 - Raglan Street
 - Ireton Street, and
- b) A 9m length of Barrier Line be installed in Howe Street on approach to Prince Edward Street, Malabar.
- c) A plan detailing the proposed linemarking be submitted to TfNSW for review.

TC81/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage - June 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.	Coogee Bay Road	S	11m	At 199 Coogee Bay Street (10m west of Brook Street)	No Parking 8AM-6PM	LA/264/2024 AB&LB (AD)
2.	Byron Street	W	8	2 Byron Street, Coogee	4P 8am-6pm Mon-Fri, 9am-12pm Sat	LA/395/2024 & D05294078 – SW & LB (AD)
3.	Arcadia Street, COOGEE (C)	S	40	39 Arcadia Street, Coogee NSW 2034	Unrestricted	LA/1027/2023 D05091109 – RM & LB (AD)
4.	Ireton Street	N	15	19 Prince Edward Street, Malabar	Unrestricted	LA/333/2024 & D05282325 - AL & LB
5.	Queen Street	N	8	29 and 33 Queen Street, Randwick	2P 8am-8pm Mon – Fri (Permit Holders Excepted Area RA9)	DA/369/2020 and LA/120/2024-AL & LB
REMOVAL						
1.	nil					

(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.

TC82/24 Traffic Committee Report - Minor Signage Items - Parking and Regulatory (All)
(F2014/00528)

The Minor Signage proposals, listed in the following table, are recommended for approval.

No.	Location	Proposal	Comments
1.	Barker Street RANDWICK (C) (D05253345 - SW) (AD)	Install "2P 8:30am-6pm Mon-Fri, 8:30am-12pm Sat" starting from the western edge of the vehicular access for 133 Barker Street, Randwick and continuing west for 6 metres.	As there is demand for timed parking to support commercial businesses in the locality
2.	Robey Street, MAROUBRA (M) (667673-PA) (AD)	Install "No Parking, Delivery Vehicles Excepted" inside the Des Renford Leisure Centre (DRLC) carpark at 126-146R Robey Street, Maroubra NSW 2035, adjacent to the building entrance.	To allow delivery vehicles to load off goods to nearby businesses, and to facilitate visitors to utilize the existing "Set Down Zone" as a pickup and drop off zone.

3.	Byron Street, COOGEE (C) (D05289554 - SW) (AD)	Install "P10 minute 4pm-6pm School Days" starting from 10m north of wombat crossing located adjacent to Coogee Public School and continuing north for approximately 43 metres.	To allow for out of school care pick up (as per previously existing parking control).
4.	Marine Parade, Maroubra (M) (650441-AL) (AD)	Install No Stopping C3 yellow linemarking at the frontage of 44 Marine Parade	To better prevent illegal parking
5.	Canberra Street, RANDWICK (C) (D05266517/658975-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS) 8am-6pm, Mon-Sun" on the eastern side of Canberra Street, at the frontage of no.15 Canberra Street.	To assist eligible mobility impaired resident park close to their property.
6.	Bass Street, KINGSFORD (H) (667950-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the western side of Bass Street, at the frontage of no.2 Bass Street.	To assist eligible mobility impaired resident park close to their property.
7.	Hastings Avenue, CHIFLEY (M) (D04471346-RM) (AD)	Remove existing 14m "No Stopping", on the eastern side of Hastings Avenue, across the frontage of no.45 Hastings Avenue.	To restore parking on Hastings Avenue as this restriction is no longer required.
8.	Knox Street, CLOVELLY (C) (629256-RM) (AD)	Remove existing "No Parking, 9am-12noon, Wednesday Only" on the western side of Knox Street, at the frontage of no.6 Knox Street; and install "No Parking, 7am-10am, Wednesday Only" at the frontage of nos.6 and 8A Knox Street.	To allow for waste collection vehicles to safely manoeuvre into Knox Street from Brandon Street.
9.	Pine Street, Randwick (C) (D05293796 – AL) (AD)	Remove Motorcycle Parking Only sign from the frontage of 48-50 Pine Street, Randwick	To provide on-street car parking for residents
10.	Clovelly Rd, COOGEE (C) (D05324397-RK) (AD)	Install 'No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG' on the southern side of Clovelly Road, at the frontage of 232 Clovelly Road, Coogee.	To shift the previously approved car share space (TC40/21.5).
11.	Flower Street, Maroubra (M) (657092-AL) (AD)	Relocate No Stopping sign 6m to south. The existing sign is located on the western side of Flower Street just to the south of Gale Road.	Due to gradient and angle of Gale Road and Flower Street intersection, sightlines are limited for right turn and through movements for motorists who stop on Gale Road approaching Flower Street.
12.	Maroubra Road, Maroubra (M) (D05189653-TL)(AD)	Modify existing parking controls on north side of Maroubra Road, between points 22m and 44m east of Anzac Parade, to a ½P 8:30am-3:00pm, Mon-Fri, 8:30am-12:30pm Sat, P5min 3:00pm-6:pm, Mon-Fri restriction.	To better meet the needs for parking turn over in the commercial area
13.	Galvin Street, Maroubra (M) (D05309028-TL)	Install Pedestrian warning sign (W6-1A) at either end of the narrow part of Galvin Street, just west of Flower Street, Maroubra	To alert motorists to expect possible pedestrian activity at this narrow location.

Resourcing Strategy implications

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

Discussion: NIL

Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action.

TC83/24 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 neighborhood.

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.	Nyan Street	Chifley	West	36	East	Lasseter Avenue	663160-PA (AD)
2.	Lasseter Avenue	Chifley	East	10	South	Nyan Street	663160-PA (AD)
3.	Bass Street	Kingsford	West	10	South	Sturt Street	667950-RM (AD)
4.	Meeks Street	Kingsford	South	10	West	Willis Lane	D05280718-RK (AD)
5.	Franklin Street	Malabar	North	15	West	Larose Avenue	D05330407- TL (AD)

(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.

TC84/24 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 has been identified. 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. A Water Services Coordinator has been engaged.
P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding (Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)	Get NSW Active Program 2022/23	\$776,000	Route option analysis continues. Draft report received. Discussions have been held with Health Infrastructure to better understand route options.
GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – (Design of intersection improvements)	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 (Design works)	Get NSW Active Program 2023/24	\$580,000	Submissions have been received from design consultants. Currently being assessed.
P.0084685 (D04996932)	Kensington 40km/h Local Traffic Area (Install a 40km/h zone in area bounded by Anzac Parade and Alison Road, Kensington)	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 is completed.
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 has commenced.
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 has commenced.
P.0084947 (D05071792)	Middle Street & Harbourn 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.

Urgent Matters OR Matters for Future Investigation

TC85/24 Avoca Street / Bundock Street / Sturt Street, Randwick

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.06.85	D04730658	Traffic Device	Intersection Adjustment	TL	No

Mr Ryan (Resident) sought a status update regarding TfNSW's approval of the Traffic Management Plan for the removal of the right turns from Bundock Street and from Sturt Street, into Avoca Street, Randwick. Mr Sriharan (TfNSW) advised that he will arrange a meeting involving his manager and Mr Lehmann, from Council, to discuss what is needed to move forward with this matter.

Mr Ryan also asked about progress with regard to the redesign of the Avoca Street water main which is impacting progress with the traffic signal design process at this intersection. Ms Lee-Pieterse advised that TfNSW is reviewing the final traffic modelling of the intersection to better understand the acceptable intersection operation. Once the review of this modelling is completed the final acceptable layout of the intersection will be known.

Resourcing Strategy implications

There are no resourcing implications arising from this item.

Recommendation

That the information be received.

The meeting closed at 10:02am.