



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 9 JULY 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)
Helen Fragakis	South Eastern Sydney LHD Health
Bushara Gidiess	Transdev John Holland
Anthony Ryan	Resident
Deborah Keogh	Resident
Paul Chilcott	Resident
Pam Russell	Resident

Amir Lahouti, Anthony Baradhy, Duncan Scott, Dilruba Akhter, Heidi Leadley, Lachlan Wood, Paul Araullo, Renna Korn, Rasheeq Mahmood, Shenara Wanigasekera - Randwick City Council.

## Apologies

Apologies were received from:

- Mayor Philipa Veitch
- Councillor Michael Olive
- Constable Charles Cook 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

NIL

## Traffic Committee Reports

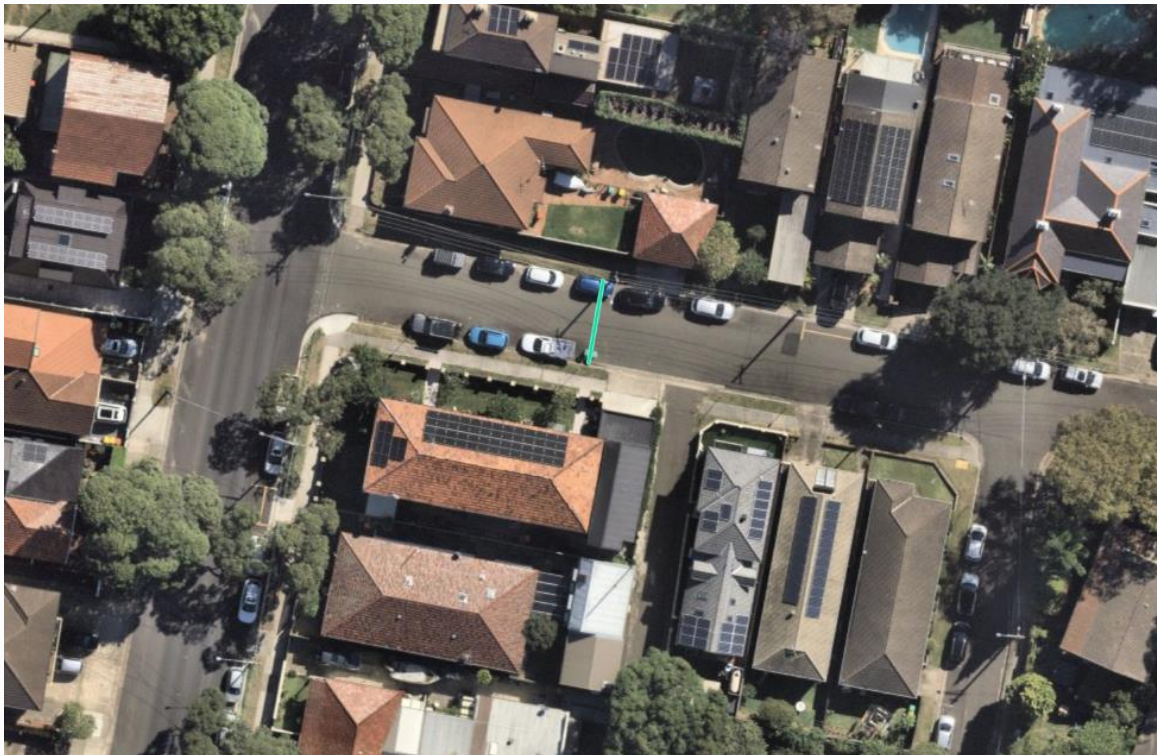
### **TC86/24 Traffic Committee Report - Barker Street at Hay and Maud Streets, Randwick (C) (F2023/02312)**

Concerns have been raised from residents of Hay Street in Randwick, regarding high instances of vehicles rat running to avoid the signalised intersection of Barker Street and Botany Street and creating road safety concerns.

Hay Street is a two-way road and provides a width of approximately 9 metres. It runs east to west between Botany Street in the west and terminating past Maud Street in the east. A mixture of unrestricted and time restricted parking is permitted on either side of Hay Street.

Maud Street is also a two-way road providing a width of approximately 6 metres. It runs in a north to south direction between Barker Street in the south and Hay Street in the north. Time restricted parking is permitted on the western side of Maud Street.

Traffic counts were undertaken on 16 May 2024 for a seven-day period to determine the traffic volumes traveling through Hay Street. The counts were installed at the location shown in the figure below.



**Fig 1: Traffic Survey Location**

**Table 1: Analysis of Traffic Count data**

Hay Street, Randwick- north of 115 Botany Street			Direction of Travel		
			Combined	Northbound	Southbound
<b>Traffic Volume:</b> (Vehicles/Day)	Weekdays Average		872	453	419
	7 Day Average		751	390	361
<b>Weekday</b>	<b>AM</b>	7:00	83	36	47
<b>Peak hour starts</b>	<b>PM</b>	17:00	63	43	19
<b>Speeds:</b> (Km/h)	85th Percentile		34.5	35.3	33.2
	Average		27.0	27.9	26.1
<b>Speed %:</b>	% of vehicles > 50-60 km/h		0.1%	0.1%	0.2%
	% of vehicles > 60 km/h		0%	0%	0%
<b>Classification % :</b>	Commercial Vehicles (class 3-12)%		3%	3%	3%

The data highlights that the average daily traffic volumes are high for the two local streets, noting that Hay Street terminates in a cul-de-sac to the east. The data indicates that vehicles are rat-running through Hay Street and Maud Street to avoid the signalised intersection of Botany Street and Barker Street.

When analysing the data further, it was noted that the peak period of vehicle volumes travelling through Hay Street occurred in the morning peak hour with a greater proportion of vehicles travelling in the westbound direction. To address the concerns of community members, it is proposed that the option of imposing a 'No Right Turn Mon-Fri 7am-9am' restriction, for westbound Barker Street motorists (at both Hay Street and Maud Street), be considered. The proposed location of this restriction is shown below:

The next steps would be to undertake a survey of the residents and businesses of Hay Street and Maud Street to ascertain community opinion regarding the proposal. If the majority of community respondents are in favour of introducing the movement prohibition, the matter would be referred to Transport for NSW as a formal Transport Management Plan (Councils do not have legal authority to restrict turn movements, such as the one proposed within this report).

A report on the outcomes would be tabled at a future meeting of this Committee.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

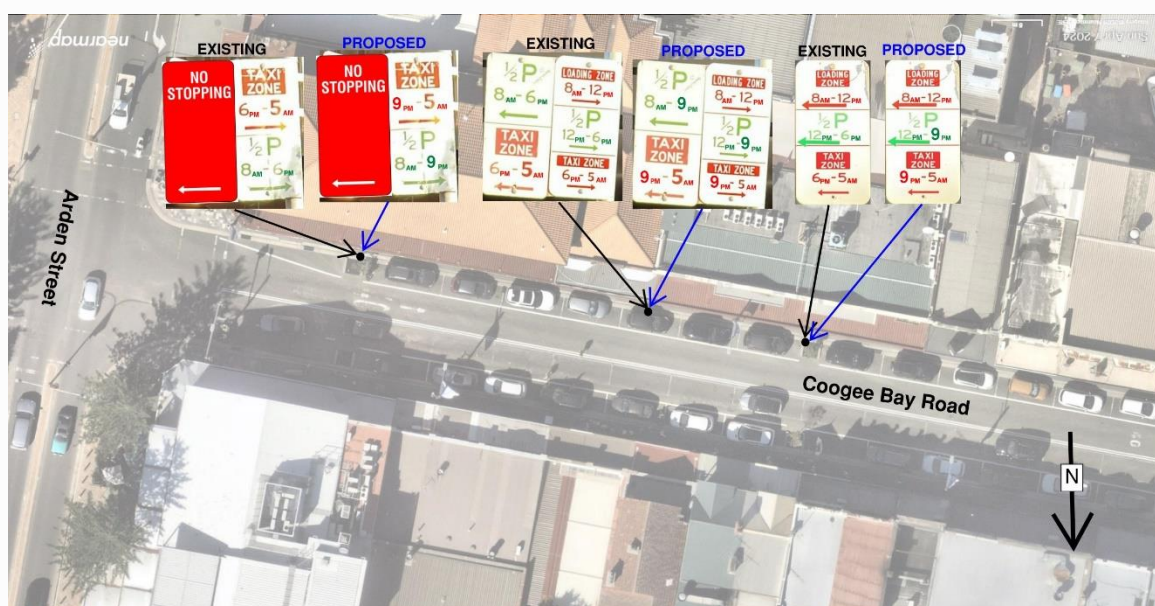
- That the results of the traffic survey for Hay Street, Randwick, undertaken 16 May 2024 are noted.
- A survey of the residents and businesses of Hay Street and Maud Street be undertaken to ascertain community opinion regarding the proposal to ban westbound Barker Street motorists from turning right into both Hay Street and Maud Street, between 7am and 9am, Mon-Fri.
- If the majority of community respondents are in favour of the proposed right turn prohibition, the matter be referred to Transport for NSW by way of submission of a formal Transport Management Plan.
- That the resident raising these concerns be notified of the recommendation of the Traffic Committee.

## TC87/24 Traffic Committee Report - Coogee Bay Road, Coogee - Taxi Zone & ½P (C) (F2014/00528)

There are seven spaces located on the southern side of Coogee Bay Road, just in front of Coogee Bay Hotel. The existing restrictions for the spaces are time-restricted ½ P, Taxi Zone and Loading Zone.

Residents have informed the Council that taxis start arriving at the taxi zone from 9 pm. Given the high parking demand from surrounding businesses (cafes, restaurants, etc.), the Council proposes changing the Taxi Zone time restriction from 6 pm - 5 am to **9 pm - 5 am**, as shown in the figure below. The ½ P time-restricted signs will also be changed accordingly, as indicated in the figure.

As part of this proposal, the Council consulted Coogee Bay Hotel to ensure the proposal does not adversely impact their business. Coogee Bay Hotel is fully supportive of the proposal.



### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

That, provided that no objections are received from the Taxi Council of NSW, the following parking changes\* be implemented, along the southern side of Coogee Bay Road, westerly from Arden Street:

- The Taxi Zone time restriction be changed from 6pm – 5am to 9pm - 5am
- The ½ P restriction be changed from 8am – 6pm to 8am – 9pm
- The existing Loading Zone signs to remain unchanged.

*\*(dimensions of the parking zones will be tabled at the Committee meeting)*



## TC88/24 Traffic Committee Report - Neptune St / Dundas St / Rainbow St, Coogee - Coogee Climb (C) (F2004/07500)

An event known as “Coogee Climb” is proposed to be held on 22 September 2024, requiring some temporary street closures and temporary parking restrictions on the following streets:

**Road Closure:** 12 noon Saturday 21 September 2024 to 1pm Sunday 22 September 2024

- From 339 Rainbow Street to Denning Street

**Road Closure:** Sunday 22 September 2024 from 7am to 1pm (emergency, official and resident vehicles exempt).

- Neptune Street – from Beach Street to Wolseley Road;
- Rainbow Street – from Arden Street to Dundas Street; and
- Denning Street – from Athol Street to Rainbow Street.

**No Parking signage/barricades** 9pm Saturday 21 September 2024 to 1pm Sunday 22 September 2024

- Wolseley Road between Oberon Street and Neptune Street;
- Neptune Street between Wolseley Road and Dundas Street;
- Dundas Street between Neptune Street and Rainbow Street; and
- Rainbow Street between Dundas Street and Arden Street.

Elite Energy have confirmed that local access to residents will be maintained by Traffic Controllers along the route of the closure.

It is noted that no bus routes are impacted by the proposed road closure.

As this is a temporary closure of the local roads, the local road Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) (Council Ref: D05349724) prepared by an appropriate TfNSW accredited persons for Elite Energy applies. The relevant TGS have been included below for reference.

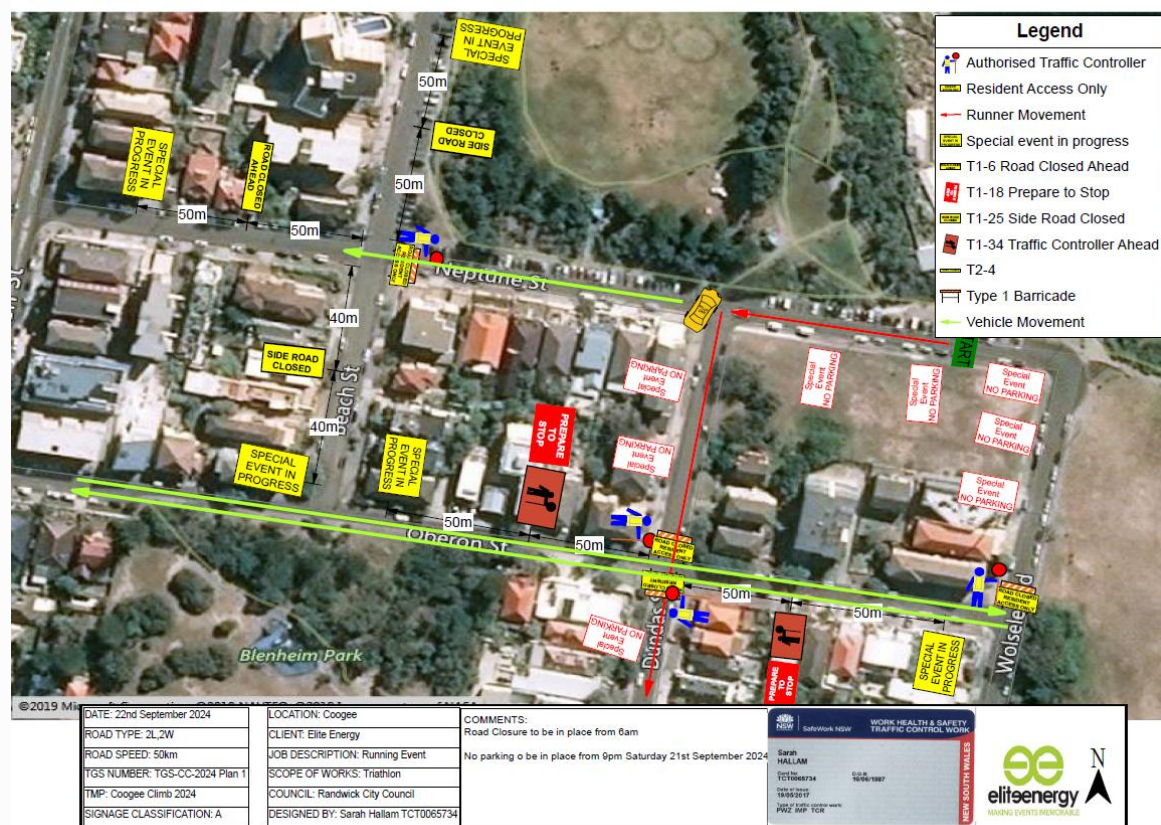


Figure 1: TGS 1 – Coogee Climb





Figure 2: TGS 2 – Coogee Climb



Figure 3: TGS 3 – Coogee Climb



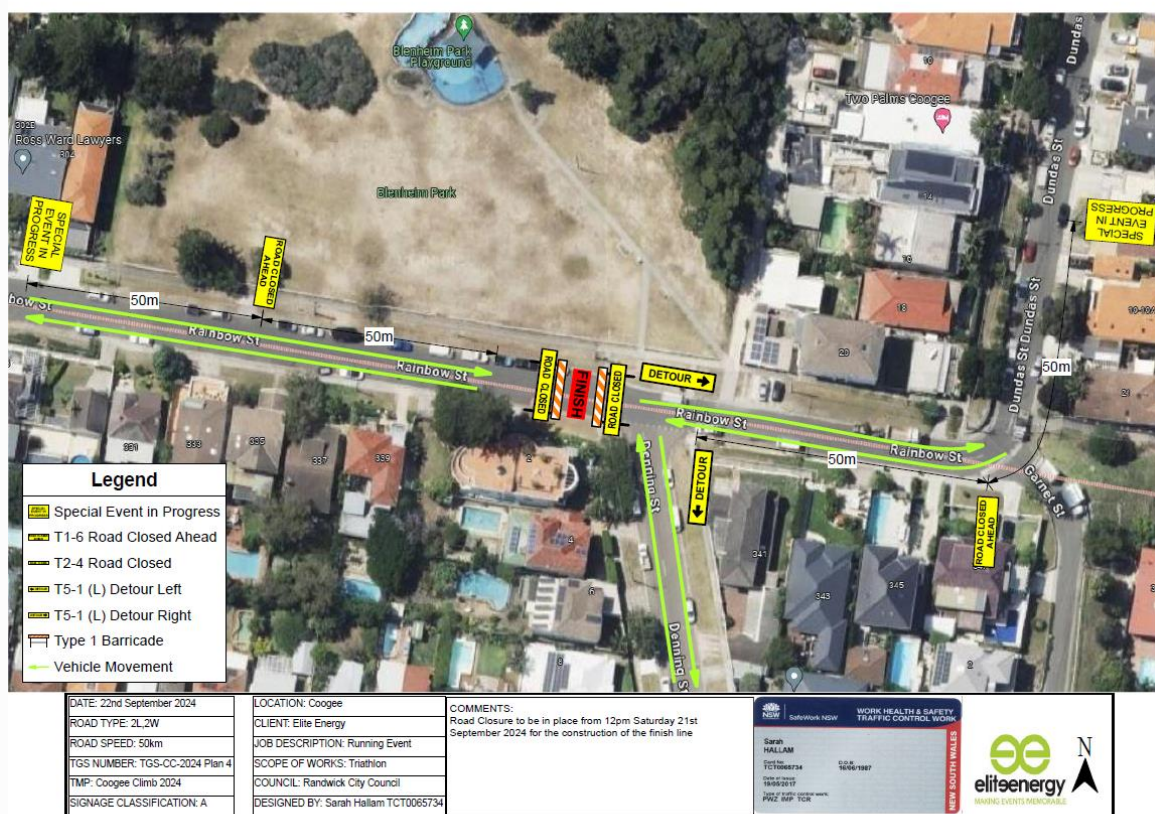


Figure 4: TGS 4 – Coogee Climb

## Resourcing Strategy implications

There are no financial implications arising from this report.

## Discussion: NIL

## Recommendation

That:

- Elite Energy conduct letter box drops a minimum of 14 days prior to the event to all affected tenants and occupants in the closed streets and those streets where access will be impacted by the proposed road closures. They are to appropriately resolve, all representation made by the affected tenants and occupants;
- The event organisers close the streets in accordance with the approval and Traffic Management Plan and Traffic Guidance Schemes, unless otherwise directed by Police/authorised City Rangers;
- All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Controllers, engaged by the event organiser;
- A minimum of 4m corridor for use of emergency vehicles shall be maintained within the areas of the proposed road closure;
- All traffic control devices are to be installed in accordance with Australian Standard 1742.3 and relevant TfNSW Guidelines;
- No fixtures of a permanent nature shall be located on the public way;

- g) 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;
- h) All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
- i) All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;

**TC89/24 Traffic Committee Report - Rae Street, Dutruc Street, St Marks Road and Chapel Street, Randwick (C) (F2004/06183)**

Concern was raised from local resident regarding road safety and incidences of vehicles speeding through the streets in Rae Street, Dutruc Street, Chapel Street and St Marks Road, Randwick.

Subsequent to the concern, multiple counts were undertaken in Rae Street, Dutruc Street, Chapel Street and in St Marks Road to determine the extent of speeding. The Rae Street, Chapel Street and Dutruc Street counts were undertaken in May 2024 and St Marks Road count was undertaken in February 2024. The counts were installed in these streets, as illustrated in the following image.

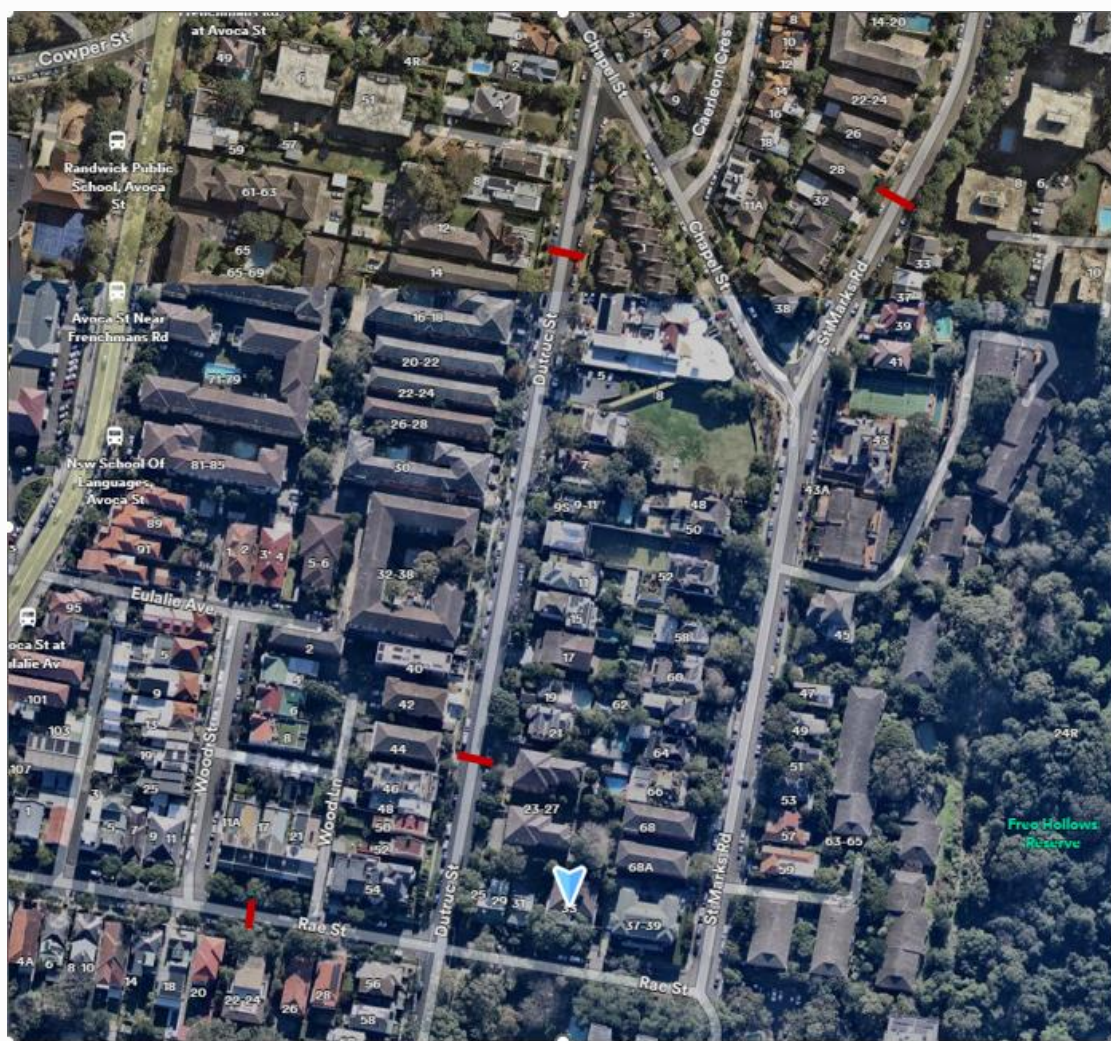


Figure 1: Traffic Survey Locations



Rae Street between Wood Street and Dutruc Street May 2024			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2633	1326	1306
		7 Day Average	2580	1269	1310
Weekday	AM	8:00	309	242	89
Peak hour starts	PM	15:00	219	107	130
Speeds: (Km/h)		85th Percentile	44.8	44.6	45.1
		Average	38	37.9	38.2
Speed %:		% of vehicles > 50-60 km/h	3.1%	3%	3.2%
		% of vehicles > 60 km/h	0.15%	0.23%	0
Classification % :		Commercial Vehicles (class 3-12)%	4%	4%	4%

Dutruc Street in front of 44 Dutruc Street, May 2024			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1736	859	877
		7 Day Average	1668	830	838
Weekday	AM	8:00	73	42	31
Peak hour starts	PM	15:00	70	29	41
Speeds: (Km/h)		85th Percentile	48.7	48.9	48.4
		Average	40.4	40.4	40.4
Speed %:		% of vehicles > 50-60 km/h	9.7%	10.3%	9.12%
		% of vehicles > 60 km/h	0.8%	1.16%	0.45%
Classification % :		Commercial Vehicles (class 3-12)%	4%	4%	3%

Dutruc Street in front of 12 Dutruc Street, May 2024			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1754	873	881
		7 Day Average	1698	848	850
Weekday	AM	8:00	191	113	73
Peak hour starts	PM	15:00	194	85	109
Speeds: (Km/h)		85th Percentile	49.1	50	48.3
		Average	40	40.8	39.2
Speed %:		% of vehicles > 50-60 km/h	10.9%	13%	8.85%
		% of vehicles > 60 km/h	1.08%	1.14%	0.9%
Classification % :		Commercial Vehicles (class 3-12)%	4%	4%	4%

Chapel Street between Frenchmans Road and Caerleon Street, May 2024			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2762	1510	1253
		7 Day Average	2706	1488	1218
Weekday	AM	8:00	253	158	95
Peak hour starts	PM	15:00	265	113	147
Speeds: (Km/h)		85th Percentile	39.7	39.9	39.5
		Average	33.1	32.4	34.1
Speed %:		% of vehicles > 50-60 km/h	0.76%	0.92%	0.55%
		% of vehicles > 60 km/h	0	0	0
Classification % :		Commercial Vehicles (class 3-12)%	3%	3%	3%

St Marks Road near 28 St Marks Road, February 2024			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	975	239	736
		7 Day Average	962	237	726
Weekday	AM	8:00	75	20	55
Peak hour starts	PM	15:00	87	23	64
Speeds: (Km/h)		85th Percentile	46.2	44.2	46.8
		Average	37	34.2	37.9
Speed %:		% of vehicles > 50-60 km/h	5.7%	3.3%	6.5%
		% of vehicles > 60 km/h	0.6%	0%	0.67%
Classification % :		Commercial Vehicles (class 3-12)%	3%	3%	3%

From the above data it shows that there is some evidence of speeding in Rae Street, Dutruc Street and in St Marks Road. Investigations into the possible installation of a pedestrian refuge in Dutruc Street near Rae Street is currently underway. The installation of a pedestrian refuge would likely reduce the speed profile and provide a better crossing facility for the pedestrians.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

1. It be noted that there are ongoing investigations into the installation of a pedestrian refuge in Dutruc Street, near Rae Street, and
2. The resident who raised the initial concerns be notified about the outcome of this meeting.

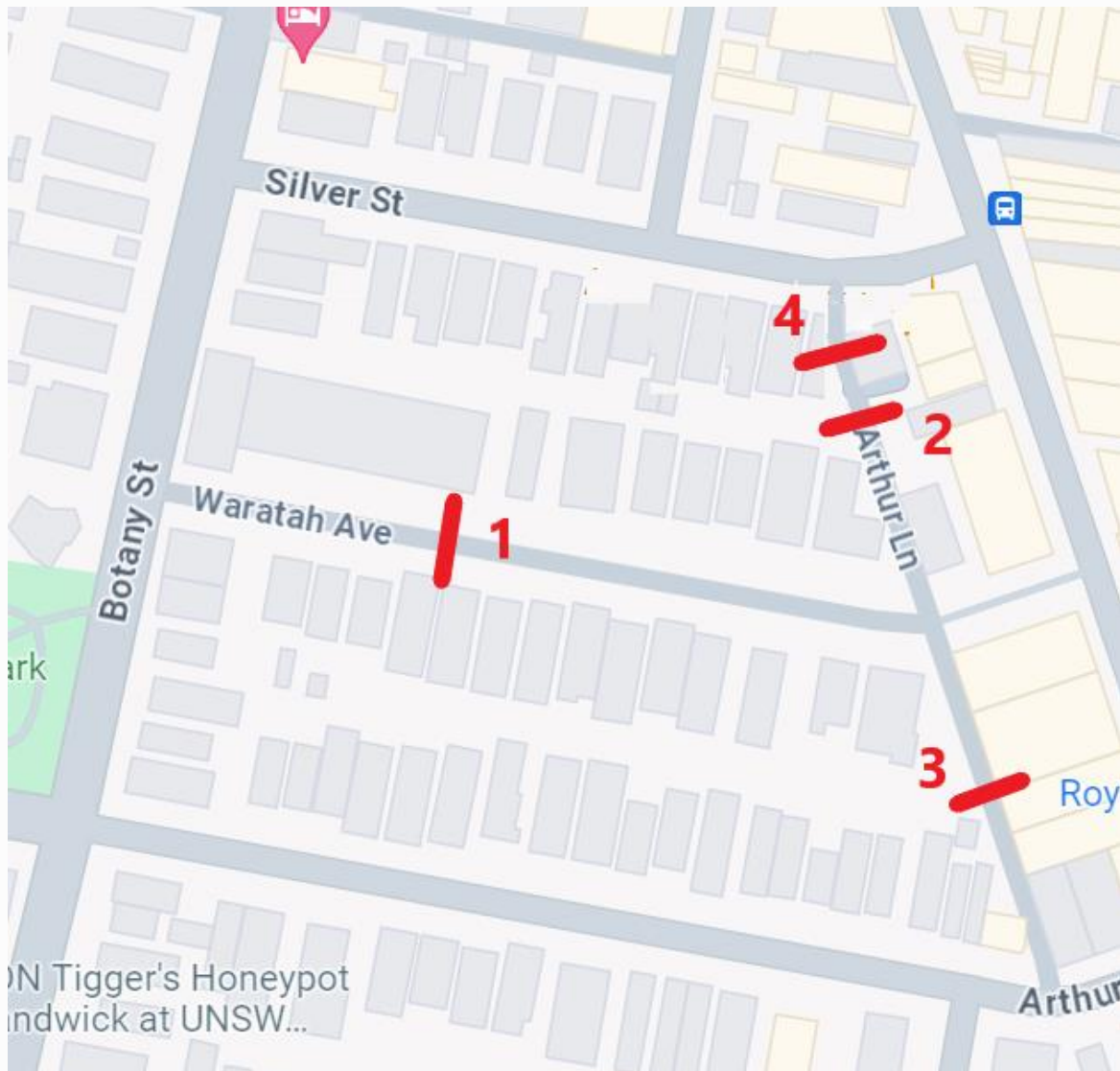


**TC90/24 Traffic Committee Report - Waratah Avenue and Arthur Lane, Randwick - Speeding Concern (C) (F2024/00061)**

Concerns have been raised from the residents of Waratah Avenue and Arthur Lane regarding road safety and speeding of vehicles through the street.

Waratah Avenue is a two-way local road with restricted on-street parking on both sides. Arthur Lane is a narrow local road where, due to its narrow width, motorists may need to give way to each other to pass through. The default speed limit for both roads is 50 km/h.

To assess the speeding and road safety concerns in Waratah Avenue and Arthur Lane, traffic counts and speeding data were captured to determine the extent of speeding. The figure and table below show the locations and traffic count details, respectively.



Waratah Avenue (1 <sup>st</sup> May 2024 - 8 <sup>th</sup> May 2024)					
No.	Location		Direction of Travel		
1	Outside House No.22	Time / Speed	Combined	Eastbound	Westbound
	Traffic Volume: (Vehicles/Day)	Weekdays Average	929	485	444
		7 Day Average	852	447	405
		7 Day Average > 60km/h	2	1	1
	Weekday / Peak hour starts	9:00 AM	73	38	35
		4:00 PM	76	36	40
	Speed (km/h)	85 <sup>th</sup> Percentile	39	38.1	39.9
		Average	29.4	28.4	30.5
	Speed %	% of vehicles > 50km/h	1.49%	1.34%	1.66%
		% of vehicles > 60km/h	0.25%	0.16%	0.35%

Arthur Lane (1 <sup>st</sup> May 2024 – 8 <sup>th</sup> May 2024)					
No.	Location		Direction of Travel		
2	Between Silver Street and Waratah Avenue	Time / Speed	Combined	Eastbound	Westbound
	Traffic Volume: (Vehicles/Day)	Weekdays Average	972	404	568
		7 Day Average	927	387	540
		7 Day Average > 60km/h	1	1	0
	Weekday / Peak hour starts	8:00 AM	71	30	41
		4:00 PM	93	30	62
	Speed (km/h)	85 <sup>th</sup> Percentile	30.6	30.9	30.3
		Average	23.6	23.1	23.9
	Speed %	% of vehicles > 50km/h	0.12%	0.18%	0.08%
		% of vehicles > 60km/h	0.11%	0.15%	0.08%

Arthur Lane (1 <sup>st</sup> May 2024 – 8 <sup>th</sup> May 2024)					
No.	Location		Direction of Travel		
3	Between Arthur Street and Waratah Avenue	Time / Speed	Combined	Eastbound	Westbound
	Traffic Volume: (Vehicles/Day)	Weekdays Average	997	389	608
		7 Day Average	939	370	569
		7 Day Average > 60km/h	0	0	0
	Weekday / Peak hour starts	10:00 AM	73	26	47
		4:00 PM	94	37	57
	Speed (km/h)	85 <sup>th</sup> Percentile	29.1	28.2	29.7
		Average	23.4	22.9	23.8
	Speed %	% of vehicles > 50km/h	0.03%	0.04%	0.03%
		% of vehicles > 60km/h	0.00%	0.00%	0.00%



Arthur Lane (1 <sup>st</sup> May 2024 – 8 <sup>th</sup> May 2024)					
No.	Location		Direction of Travel		
4	Arthur Lane between carpark entry and exit	Time / Speed	Combined	Eastbound	Westbound
	Traffic Volume: (Vehicles/Day)	Weekdays Average	1024	374	650
		7 Day Average	986	360	626
		7 Day Average > 60km/h	2	1	1
	Weekday / Peak hour starts	10:00 AM	72	31	41
		4:00 PM	92	28	64
	Speed (km/h)	85 <sup>th</sup> Percentile	27.5	29	26.2
		Average	20.4	22.3	19.2
	Speed %	% of vehicles > 50km/h	0.17%	0.24%	0.14%
		% of vehicles > 60km/h	0.14%	0.16%	0.14%

The results above clearly indicate that illegal speeding is not an area of concern, given that the 85th percentile speed on Waratah Avenue and Arthur Lane is not only well below the permitted speed limit (50 km/h) but also lower than 40 km/h.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

- The results of the traffic surveys for Waratah Avenue and Arthur Lane, Randwick, undertaken recently, be noted.
- The resident(s) raising concerns about this matter be informed of the results.

TC91/24     Traffic Committee Report - Bowral Street, Kensington (H) (F2024/00096)

An application has been received for the temporary closure of the western end of Bowral Street (from Anzac Parade to Doncaster Avenue), Kensington, in order to facilitate the St. George Coptic Orthodox Church Community Fete. This annual event has been successfully held over many years. This year the road closure has been requested for Saturday, 16 November, 2024, between 6am and 6pm.

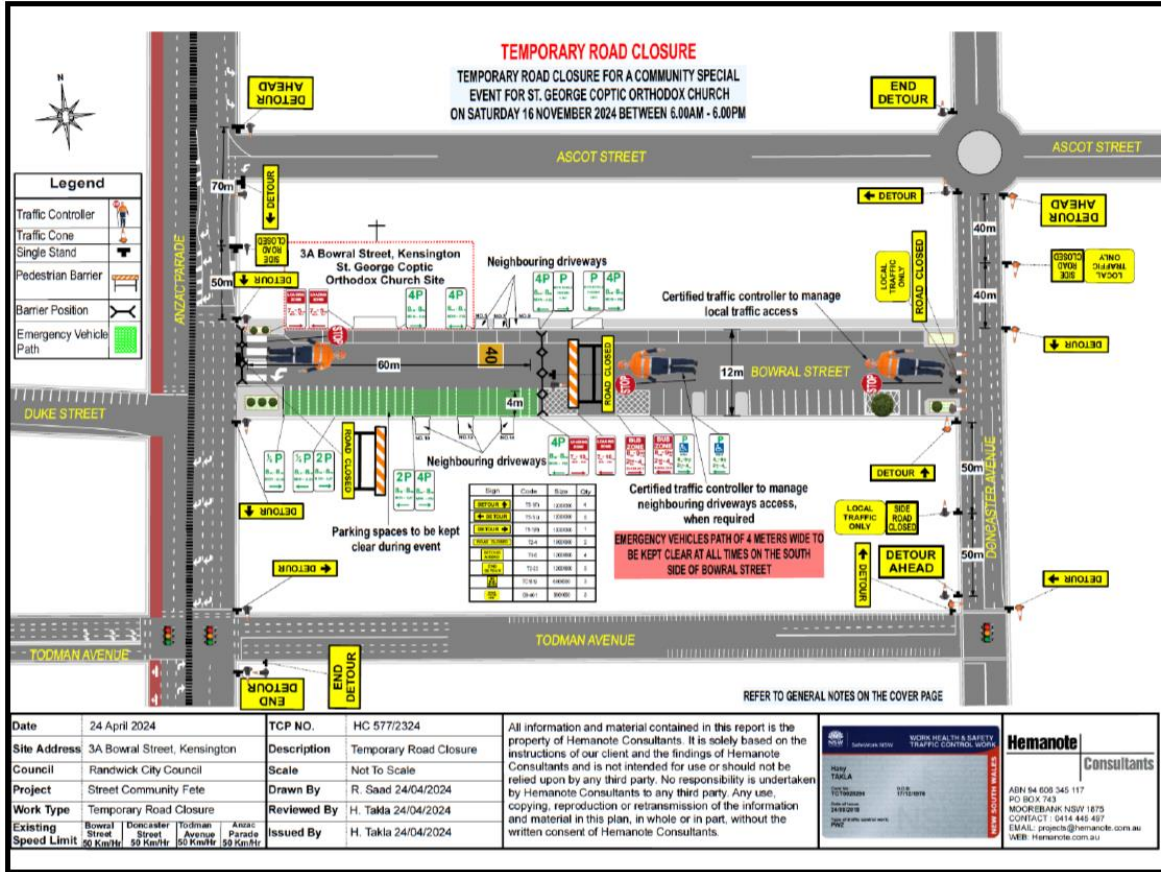


Figure 1 – Traffic Control Plan

A separate request by the applicant is being made to Transport for NSW for the approval of Traffic Management Plan (TMP) due to the proximity of the proposed closure to the State Road controlled Anzac Parade.

Resourcing Strategy implications

There are no financial implications arising from this report.

TC92/24     Traffic Committee Report - Kensington South 40km/h Speed Zoning (H) (F2023/00774)

Randwick City Council's Integrated Transport Strategy Outcome 2.7 states the following:  
"Work with TfNSW to review speed limits (differentiating between town centres and residential area) in 2 identified areas each year until 2031."

In line with this adopted Strategic Approach, Council is currently working with TfNSW on a proposal to introduce a 40km/h speed limit in the southern part of Kensington. The identified area is bound by Anzac Parade to the east, Gardeners Road on the south, Tunstall Avenue to the west and Addison Street to the north. This area is illustrated in the below figure for reference.





**Figure 1: Proposed South Kensington 40km/h speed limit zone**

The proposal involves the reduction of the speed limit in this area from 50km/h to 40km/h with the intention being to enhance safety for pedestrians, bike riders and motorists. Note that this Traffic Committee item is tabled for the information of the Committee. Prior to taking the matter further, there will be a report to the Council. A recommendation of the Council Report will be to undertake Community Consultation regarding the proposal. Subsequently a report will come back to the Council, via the Traffic Committee, prior to any implementation processes. It must be noted that the authority to implement speed limit changes is retained by TfNSW and is not delegated to Councils.

Concurrent with this proposal, Council officers have, with the aid of consultants, also been moving forward with planning of the Kensington West Kingsford Local Area Traffic Management Plan (LATM) Report. The area investigated for the LATM study includes Kensington South. The LATM will provide recommendations with regards to traffic calming devices that would support a speed reduction within this subject area.

At this stage, the draft LATM report is anticipated to be tabled with the Council in July - with a recommendation for Community Consultation regarding the draft report.

In the interim, an application has been submitted for TfNSW funding - through the NSW Safer Roads Program - for the speed reduction and LATM treatments for south Kensington.

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

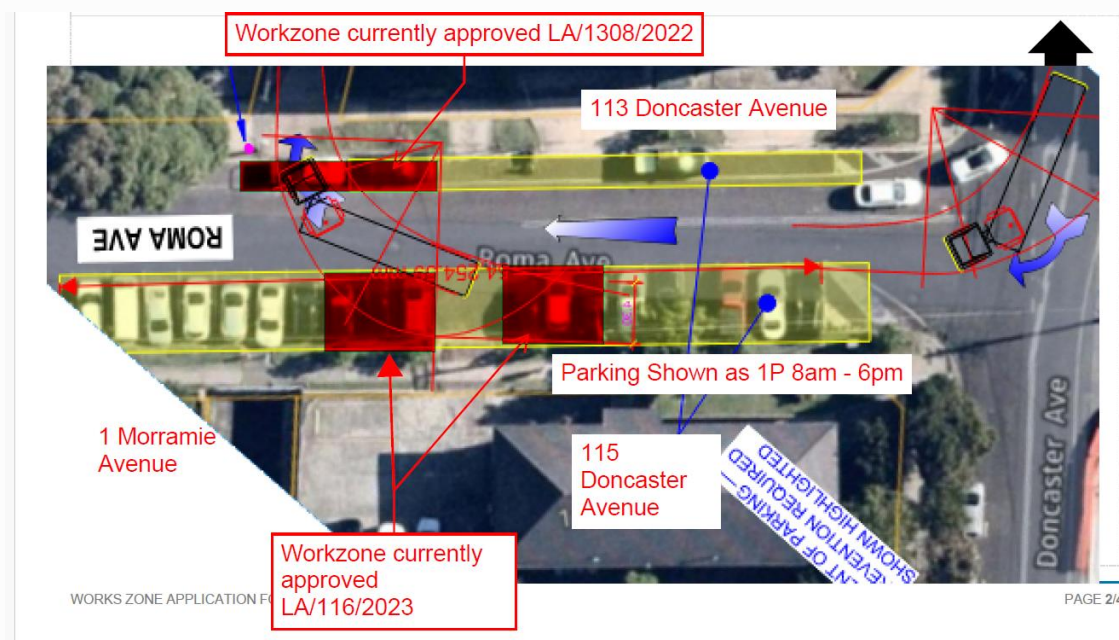
### **Discussion: NIL**

### **Recommendation**

That the progress of the Kensington South 40km/h speed limit proposal is noted.

**TC93/24 Traffic Committee Report - Roma Avenue, Kensington (H) (LA/116/2023)**

The applicant for the construction site of 22-24 Roma Avenue, Kensington, has requested to install temporary No Stopping restrictions in Roma Avenue for crane dismantling. This temporary No Stopping will be required from 5pm Friday 13 July till 5pm Sunday 15 July 2024. Currently the applicant has two works zones in place in Roma Avenue, west of Doncaster Avenue, Kensington, to facilitate the construction.



**Fig 1: Proposed temporary No Stopping in Roma Avenue showing in yellow shade.**

**Resourcing Strategy implications**

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

**Discussion: NIL****Recommendation**

That:

1. 27m long No Stopping restrictions be installed on the northern side of Roma Avenue, starting 10m west of Doncaster Avenue, between Friday 13 July to Monday 16 July 2024.
2. 27m long (excluding the current works zone) No Stopping restrictions be installed on the southern side of Roma Avenue, starting 10m west of Doncaster Avenue, between Friday 13 July to Monday 16 July 2024.
3. The affected residents, and nearby schools and businesses, be notified at least seven days prior to the installation.

**TC94/24 Traffic Committee Report - Anzac Parade and Bunnerong Road, Little Bay - Road Safety (M) (F2024/02312)**

Concerns have been raised by the community of Little Bay regarding safety at the intersection of Anzac Parade and Bunnerong Road. It has been reported that motorists enter Anzac Parade from Bunnerong Road (either left or right turns) and/or from Canara Avenue.

In order to prevent motorists from mistakenly entering the southern carriageway of Anzac Parade (from Bunnerong Road or Canara Avenue, it is proposed that one-way arrow markings be installed. Additionally, it is proposed that the existing 'One-Way' sign be relocated from its existing post to the power pole, as indicated in the figure below.



It should be also noted that the Council will investigate the feasibility of reducing the radius of the northeast kerb at the intersection to better deter southbound vehicles from turning left into the westbound carriageway of Anzac Parade, from Bunnerong Road.



### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

That:

- One way directional arrows be installed in the westbound carriageway of Anzac Parade, on approach to Bunnerong Road and on approach to Reservoir Street, as detailed within the report.
- The existing One Way (Right) sign in Bunnerong Road, just north of the westbound carriageway of Anzac Parade, be relocated from a position behind the nearby power pole, onto the power pole itself.
- The feasibility of decreasing the radius of the kerb on the north side of the westbound carriageway of Anzac Parade, at Bunnerong Road, be investigated.



**TC95/24      Traffic Committee Report - Broome Street, Maroubra - Speeding Concerns (M)**  
**(F2006/00101)**

Concerns have been raised from residents of Broome Street, between Fitzgerald Avenue and Bridges Street, Maroubra, regarding road safety and incidences of vehicles speeding along the street.

Broome Street is a two-way local road in the area of concern, and approximately 12m wide. It runs north to south between Fitzgerald Avenue in the north and ends near Manwaring Avenue in the south. Parking is unrestricted on either side of the street between Fitzgerald Avenue and Bridges Street.

Traffic counts were undertaken on 23 May 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Location**

Broome Street, Maroubra			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	2,589	1,260	1,329
		7 Day Average	2,562	1,248	1,314
Weekday	AM	8:00	207	123	84
Peak hour starts	PM	15:00	246	95	151
Speeds: (Km/h)		85th Percentile	49.4	49.5	49.3
		Average	43.0	43.2	42.9
Speed %:		% of vehicles > 50-60 km/h	13.0%	12.9%	13.1%
		% of vehicles > 60 km/h	1%	0.4%	1.6%
Classification % :		Commercial Vehicles (class 3-12)%	4%	3%	5%

**Table 1: Analysis of Traffic Count data**

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and that the majority of motorists (85%) are travelling within the 50km/h speed limit.

An analysis of crash data from the last 5 years (2019-2023) shows that there was only one recorded crash along Broome Street which was a non-casualty towaway which occurred at night between a vehicle and parked car, hence not considered related to speeding concerns.

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

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

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

### **Discussion: NIL**

### **Recommendation**

That:

- a) The results of the traffic surveys for Broome Street, Maroubra, undertaken 23 May 2024, be noted,
- b) The local Highway Patrol be provided with Council's traffic / speeding data and be requested to consider speed enforcement along Broome Street, and
- c) The person raising concerns about this matter be informed of the results of the survey and of Council's proposed actions.

**TC96/24 Traffic Committee Report - Garden Street, Maroubra - Road Safety (M)  
(F2004/07225)**

At the Ordinary Council meeting held on 26 March 2024, Council resolved the following:  
RESOLUTION: (Rosenfeld/Hay) that Council requests the Traffic Committee to look at options for addressing issues at Garden Street Maroubra, between Boyce Road and Maroubra Road.

Following this resolution, an investigation has been conducted by the Integrated Transport Department to determine if additional measures are warranted or required to alleviate traffic conditions along this road.

Garden Street is a two-way local road with a width of 9 metres between Boyce Road and Maroubra Road. It runs north to south between Joongah Street in the north and ending at Maroubra Road in the south. Parking is largely unrestricted on either side of the street between Boyce Road and Green Street however there are a handful of parking spaces that are time restricted or allocated as accessible parking.

Traffic counts were undertaken on 23 May 2024 for a seven-day period to determine the speeds and volumes of vehicles travelling along this section of road. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Location**



Garden Street, Maroubra			Direction of Travel		
			Combined	Northbound	Southbound
<b>Traffic Volume: (Vehicles/Day)</b>		Weekdays Average	4,831	3,199	1,632
		7 Day Average	4,501	2,977	1,524
<b>Weekday</b>	<b>AM</b>	8:00	516	360	157
<b>Peak hour starts</b>	<b>PM</b>	17:00	446	281	165
<b>Speeds: (Km/h)</b>		85th Percentile	39.9	40.0	39.8
		Average	30.8	30.6	31.3
<b>Speed %:</b>		% of vehicles > 50-60 km/h	1.4%	1.1%	2.0%
		% of vehicles > 60 km/h	0.6%	0.5%	0.9%
<b>Classification % :</b>		Commercial Vehicles (class 3-12)%	4%	4%	5%

**Table 1: Analysis of Traffic Count data**

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and the 85th percentile speed is significantly lower than the local speed limit of 50km/h, noting that this portion of road is subject to a school zone, restricting the speed limit to 40km/h between 8:00-9:30am and 2:30-4:00pm.

A review of the reported crashes in Garden Street (from Maroubra Road to Boyce Street), over the last 10 year period from 2013 through to 2023 shows that only two reported crashes have occurred:

- At 6pm on 8 February 2014 an eastbound Green Street, male car driver, turned left into Garden Street and his car struck a southbound car.
- At 3pm on 25 April 2014 a westbound Green Street, male car driver, travelled through the intersection and struck a southbound Garden Street car.

No injuries were reported with either incident (a typical indication that speeds were moderate). Whilst the congested conditions in this street are a source of frustration on some occasions, the road safety performance of the street is considered very satisfactory.

It is also noted that currently, at school pick up and drop off times for the large primary school located on this street, the volume of cars moving through the narrow Garden Street induces a significant speed reduction effect. Having slow speeds near to a primary school is a positive outcome. Lower speeds reduce the chances of a pedestrian crash. And, if a pedestrian incident was to occur, the reduced travel speeds significantly increase the chances of survival:



If Council were to widen the road, consideration would have to be given to the numerous constraints of the street including, underground services (gas, water, Telstra pipes and conduits etc.), the effect on telegraph poles and removal of trees.

Alternatively, consideration has also been given to removal of on-street parking from one side of the street, increasing the effective width of the travelled road. However, this would likely result in an increase in the travel speed of vehicles along this section of road.

Given the good road safety performance of the street and the data showing that a minimal number of vehicles are travelling above the speed limit and given that the street runs alongside a busy and growing primary school, it is recommended that no changes are made to the street at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That, given the results of the recent traffic counts in Garden Street, Maroubra, (south of Boyce Road), and given the satisfactory performance of this street from a road safety perspective, no action be undertaken, at this time.

#### TC97/24 Traffic Committee Report - Hinkler Street, Maroubra - Proposed Line Markings (M) (F2004/07441)

Concerns have been raised by residents regarding motorists' behaviour when travelling along Hinkler Street, between Maroubra Road and Wild Street, Maroubra.

To address this concern, it is proposed to install a Dividing Line (a broken centre line) in Hinkler Street, between Maroubra Road and Wild Street, to encourage a slower driving environment and to induce better lane discipline. Additionally, it is proposed to install 9 metre lengths of Barrier Line (double centreline) in Hinkler Street at each of the intersections with Paine Street and Wild Street to improve intersection awareness and negotiation as shown in the diagram below.



Figure A: Proposed Line Marking installation on Hinkler Street from Maroubra Road to Paine Street



Figure B: Proposed Line Marking installation on Hinkler Street from Paine Street to Wild Street

### Resourcing Strategy implications

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

### Discussion:

Mr Lehmann apologised and advised the Committee that this matter has already been dealt with at the April meeting of this Committee. No action is required regarding this report.

### Recommendation

That,

1. a length of Dividing Line be installed in Hinkler Street, between Maroubra Road and Wild Street, and
2. Nine metre lengths of Barrier Line be installed in Hinkler Street, on each approach to Paine Street and to Wild Street, Maroubra.



**TC98/24 Traffic Committee Report - Macquarie Street, Dampier Street and Forrest Street, Chifley - Road Safety (M) (F2004/08216)**

Concerns have been raised from a resident regarding the intersection of Macquarie Street, Dampier Street and Forrest Street which is a priority controlled four-way Stop intersection - as shown in the below figure. The concerns relate to confusion at this intersection with regards to which leg has priority.



**Fig 1: Intersection of Macquarie Street, Dampier Street and Forrest Street.**

A review of the latest available crash data (2019-2023) was conducted which showed no crashes at this intersection. This data indicates that this intersection is performing safely.

It is noted that this intersection prior to 2003 was arranged to give priority to the north-south legs of Dampier Street and Macquarie Street however due to vehicles not stopping at Forrest Street, this was changed to a four-way Stop control.

Noting the history of the intersection and crash data, no changes are recommended for this intersection at this time.

**Resourcing Strategy implications**

There are no financial implications arising from this report.

**Discussion: NIL****Recommendation**

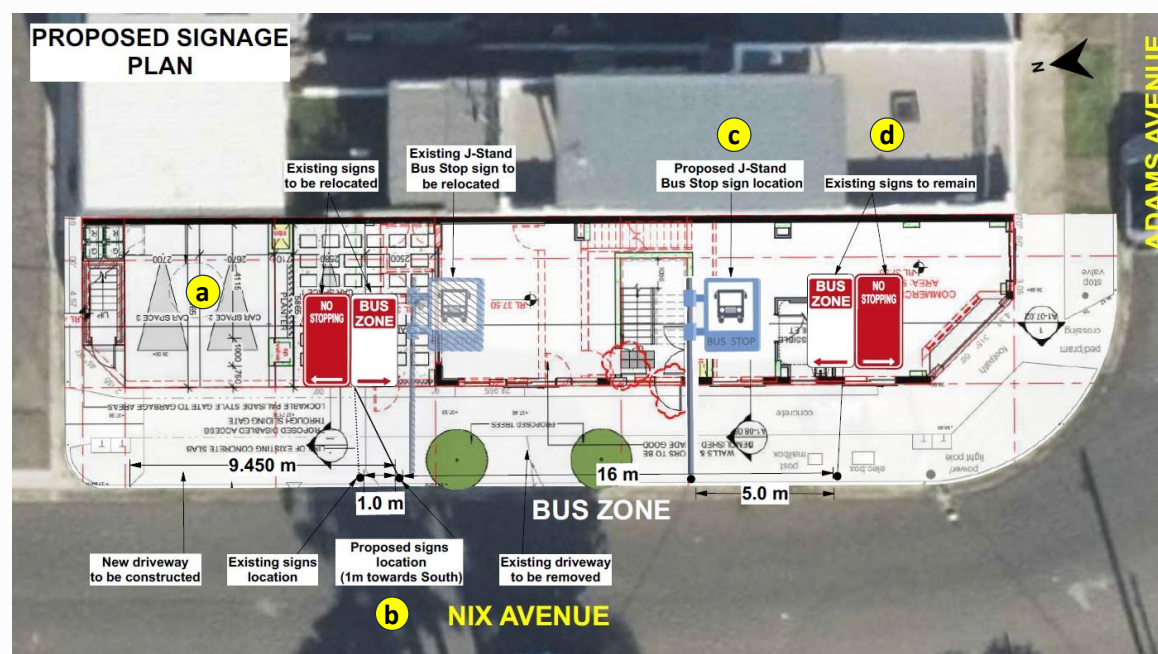
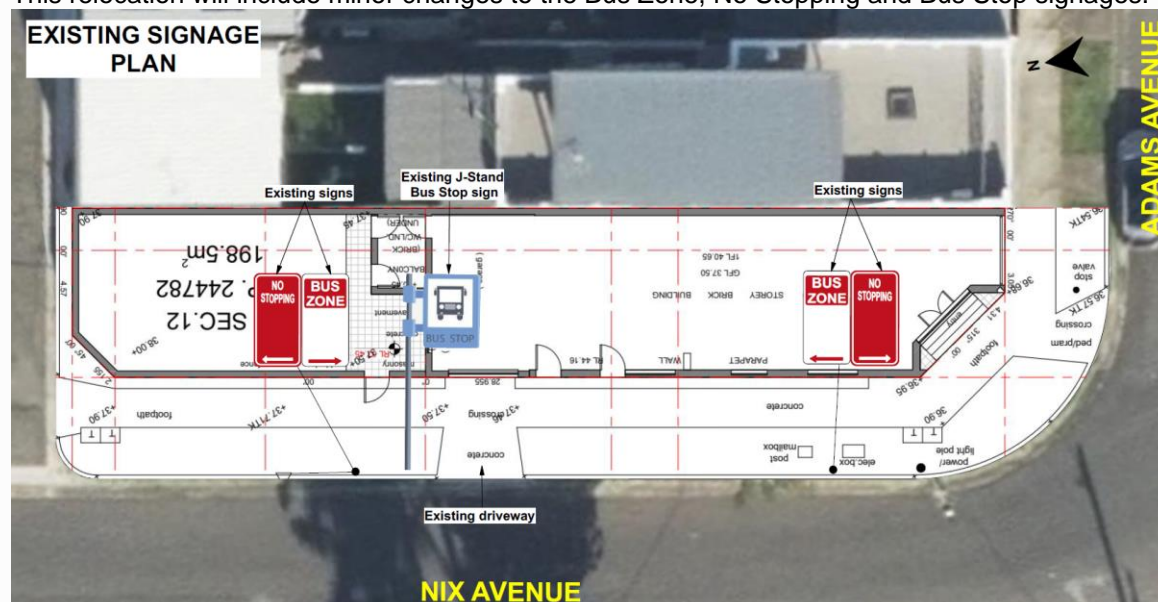
That,

1. Given the safe performance of the intersection of Macquarie Street, Dampier Street and Forrest Street no action be undertaken
2. The resident raising these concerns be notified of the reasons for this recommendation.

## TC99/24 Traffic Committee Report - Nix Avenue, Malabar - Bus Stop Signage Relocation (M) (F2006/00254)

Relocate the existing bus stop (ID 2036164) on the east side of Nix Avenue between Rubie Lane and Adams Avenue, towards south, as specified in Condition 13 of Development Consent DA/814/2018 for the approved alterations and additions to the existing building at 1 Adams Avenue, Malabar.

This relocation will include minor changes to the Bus Zone, No Stopping and Bus Stop signages.



### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion:

Bushara Gidiess (TJH) mentioned that all relocated Bus Stops should be installed in accordance with the requirements of the Disability Discrimination Act – particularly the provision of the required hard-stand areas. He suggested that this would likely be at the applicant's cost.



## Recommendation

That, given the driveway relocation requirements of the approved Development Application for 1 Adams Avenue, Malabar, the following changes to existing parking controls, in Nix Avenue, Malabar, are approved:

- a) The existing Bus Zone (R) and No Stopping (L) signs, adjacent to 1 Adams Avenue, be relocated 1.0 metre south of the current location.
- b) The existing J-Stand Bus Stop sign to be relocated 5.0 metres north of the current Bus Zone (L) and No Stopping (R) signs.
- c) The applicant be instructed to provide the minimum requirements to ensure that the Bus Stop complies with the Disability Discrimination Act – particularly regarding the required hard-stand areas.

### **TC100/24 Traffic Committee Report - Norfolk Lane, Matraville - Road Safety (M) (F2006/00657)**

Concerns have been raised by Matraville Precinct regarding increased traffic along Norfolk Lane resulting in traffic issues.

Norfolk Lane is a two-way laneway and provides a width of approximately 4.5 metres. It generally runs north to south between Franklin Street in the south and Norfolk Parade in the north-east. There are currently areas of unrestricted kerbside parking along the western side of the laneway.

It is noted that the western portion of Norfolk Parade is a Council Road with the area between Norfolk Parade and the frontage of Sacred Heart Catholic Primary School being owned by Crown Lands.

Traffic counts were undertaken on 1 June 2024 for a seven-day period to determine the traffic volumes traveling through Norfolk Lane. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Location**



Norfolk Lane, Matraville			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)	Weekdays Average		209	172	36
	7 Day Average		173	139	35
Weekday	AM	8:00	69	66	3
Peak hour starts	PM	14:00	21	18	3
Speeds: (Km/h)	85th Percentile		28.4	28.5	27.3
	Average		21.5	21.7	20.6
Speed %:	% of vehicles > 40-50 km/h		3%	2%	1%
	% of vehicles > 50-60 km/h		0%	0%	0%
Classification % :	Commercial Vehicles (class 3-12)%		5%	5%	4%

**Table 1: Analysis of Traffic Count data**

The data highlights outside of the morning school peak, traffic volumes through the laneway are very low. Noting that all vehicles travelled below 50km/h and the large majority of vehicles moving through the laneway are travelling below 40km/h. Norfolk Lane is subject to a school zone speed limit of 40km/h between 8:00am-9:00am and 2:30pm-4:00pm, outside of these times the speed limit in the laneway is 50km/h.

Noting that these are limited alternate options available to Council to reduce traffic congestion during school pick-up and drop-off, consideration has been given to making Norfolk Lane one-way to improve safety and minimise the potential for vehicle conflict during peak times however, as the carpark at the end of Norfolk Lane is Crown Land, the movements along this laneway cannot be restricted to one-way flow. This is to ensure that access is maintained to all the developments along the laneway. The data indicates that the speed of vehicles travelling along the laneway are low and as such traffic calming measures are not considered warranted.

When analysing the data, it can be seen that in the morning peak, the majority of the average weekday traffic is travelling northbound. Outside of the school peak hours, traffic volumes are low and travel in both northbound and southbound directions.

There are no practical measures that Council can take to minimise this localised congestion. As with any road network surrounding a school development, there is a short period of congestion associated with pick up and drop off movements however this does disperse outside of these peaks.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: NIL

### Recommendation

That:

1. The results of the traffic surveys for Norfolk Lane, Matraville, undertaken 1 June 2024 be noted,
2. The Matraville Precinct be notified about the recommendation of the Traffic Committee.

**TC101/24 Traffic Committee Report - Wallace Street, Kingsford - Road Safety (M)  
(F2023/02312)**

The Council has been actively engaging with the local community in the vicinity of Wallace Street to address concerns related to heavy vehicle traffic passing through Wallace Street.

This narrow local road, with on-street parking permitted on one side, has become a source of concern for some residents due to the potential damage to parked vehicles. Accordingly, it is proposed to implement a "No Vehicles Over 8m" restriction using R6-10-2 plus R9-11-1 signage, as detailed in the following image:

**Resourcing Strategy implications**

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

**Discussion:**

Mr Lehmann apologised and advised the Committee that this matter has already been dealt with at the April meeting of this Committee. No action is required regarding this report.

**Recommendation**

That the information be received.

## TC102/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage - February 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
<b>INSTALLATION</b>						
1.	69 Varna Street, Clovelly	S	12m	West of Arden Street	Unrestricted	D05312625 PA&PL(AD)
2.	New Orleans Crescent, Maroubra (M)	S	12m	33 New Orleans Crescent, Maroubra NSW 2035	Unrestricted	LA/427/2024 & D05308037-RM&PL (AD)
3.	Marina Parade, Maroubra (M)	N	20m	132 Marina Parade, Maroubra	Unrestricted	LA/597/2024 DA513/2022 AB&PL (AD)
4. h	Waverley Street, Randwick (C)	E	9m	37 Waverley Street, Randwick NSW 2031	2P, 8:30AM-6PM, Mon-Fri, Permit Holders Excepted, Area RA6	LA/317/2024 & D05272113-RM&PL (AD) <i>The existing parking controls will be relocated to the northern side of Sydney Street, adjacent to no.39.</i>
<b>REMOVAL</b>						
4.				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.



**TC103/24 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.	Anzac Parade Carpark (near Botany Street – opposite no.457 Anzac Parade), KINGSFORD (H) (D05261368 - SW) (AD)	Remove No Parking Authorised Vehicles Excepted zone within the carpark (applies to six spaces within carpark).	These spaces were previously installed to support the Souths senior community services during reconstruction activities. This has since ceased, and the spaces are no longer required.
2.	107 Doncaster Avenue, KENSINGTON (H) (D05318487 – SW) (AD)	Shift No Parking sign 1m north of northern driveway edge at 107 Doncaster Avenue, Kensington.	To stop parked vehicles from overhanging northern driveway of 107 Doncaster Avenue, Kensington.
3.	107 Doncaster Avenue, KENSINGTON (H) (D05318487 – SW) (AD)	Install Motorcycle Parking restriction between 1m north of northern driveway edge at 107 Doncaster Avenue, Kensington and the southern edge of the driveway for 97-99 Doncaster Avenue, Kensington.	To stop parked vehicles from overhanging northern driveway of 107 Doncaster Avenue, Kensington.
4.	165 Arden Street, COOGEE (C) (D05273182 – SW) (AD)	Shift '2P 8am-8pm Permit Holders Excepted' and No Stopping signage north 6m.	To improve sightlines for vehicles travelling westbound on Bream Street at the intersection with Arden Street. This will result in the loss of one on street parking space.
5.	2 Albi Place, RANDWICK (C) (D05238592 – SW) (AD)	Straighten first 10m of the existing Double Centre (BB) Line on Coogee Street at the intersection with Judge Street.	To guide vehicles to approach the intersection perpendicular to Coogee Street.
6.	23 Lenthall Street, KENSINGTON (H) (D05348106 – PA) (AD)	Replace existing 5.5m long 'P 10 Minute, 8:30am-9:30am, 2:30pm-3:30pm, School Days' restriction at the frontage of no. 23 Lenthall Street, Kensington with 'Disabled Parking Only, 8am-9:30am, 2pm-4pm, School Days'.	Amended the previous time restriction from '2:30pm-4pm' to '2pm-4pm'.
7.	100 Mason Street, MAROUBRA (M) (D05320444 – RK) (AD)	Install 'No Parking' signage on the south side of Mason Street at the frontage of 100 Mason Street, Maroubra.	To prevent vehicles from parking on the footpath forcing pedestrians to walk on the road where it is unsafe.
8.	159 Mount Street, COOGEE (C) (D05334840 – RK) (AD)	Remove 'No Parking' signage on the eastern side of Mount Street, just south of Oberon Street, Coogee.	Post box was confirmed to be removed by AUSPOST. This will result in one more unrestricted on-street parking space.
9.	8 Ormond Gardens, COOGEE (C) (D05348882 - RK) (AD)	Relocate existing carshare sign on western side Brook Street adjacent to 8 Ormond Gardens to north side of Ormond Gardens, Coogee.	To relocate the previously approved car share space (TC120/23.7)
10.	St Marks Road, RANDWICK (C) (658948-RM) (AD)	Install 10m length of double centrelines on both north and south of Rae Street at its intersection with St Marks Road, Randwick.	To improve safety and for the awareness of motorists approaching the intersection.
11.	Kara Lane, Randwick (C) (649612-RM) (AD)	Install 16m No Parking on the western side of Kara Lane, across nos.23 and 25 Titania Street, commencing 10m south	To prevent vehicles blocking driveways and to

		of Avoca Lane and terminating 1m south of the driveway of no.23 Kara Lane.	allow residents to access their driveways.
12.	Anzac Parade Carpark (near Wise Street), MAROUBRA (M) (D05355052 – RK) (AD)	Install right arrow '2P; 8am-8pm; EV (symbol) only while charging' zone" at the frontage of the existing JOLT parking space in the median car park on Anzac Parade, just north of Wise Street.	To allow the sign to be enforceable.
13.	Anzac Parade Carpark (near Wise Street), MAROUBRA (M) (D05355052 – RK) (AD)	Install "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" in the central median car park, on Anzac Parade, just north of Wise Street.	To allow the car share stencil to be enforceable.
14.	13-21 Rainbow Street, KINGSFORD (K) (673612 – RK) (AD)	Install "Restricted Parking Area; Park in Marked Bays Only" signage at the entrances of Nine Ways carpark.	To prevent cars from parking incorrectly in the car park.

### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

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

### TC104/24 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.	Pine Street	Randwick	North	10	West	Hooper Lane	D05307463-SW (AD)
2.	Helena Street	Randwick	South	10	East and West	Canberra Lane	D05317006 – RK (AD)
3.	Canberra Lane	Randwick	East and West	10	South	Helena Street	D05317006 – RK (AD)
4.	Sydney Street	Randwick	North	10	East and West	Waverley Street	D05272113-RM&PL (AD)
5.	Perouse Road	Randwick	East	20	North	Howard Street	D05252718 / 657036-RM (AD)
6.	Perouse Road	Randwick	West	10	North	Howard Street	D05252718 / 657036-RM (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.

### TC105/24 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	Draft strategy soon to be reported to Council recommending Community Consultation. A report detailing outcome of consultation will then 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. Traffic signal modelling progressing. Early paths orientation being planned.
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. Detailed investigations underway currently.
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	\$300,000	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	Design consultants to be appointed soon.
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) has now been implemented.  Additional 40km/h area implemented in the Prince Henry area of Little Bay, as well.
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	Project finalised apart from lighting installation which is with Ausgrid.
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	Project finalised.

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	Construction completion is imminent.
P.0084947 (D05071792)	Middle Street & Harbourne Road, Kingsford  Install raised safety platform at unsignalised intersection.	Australian Government Black Spot Program 2023/24	\$205,000	Construction completed; project finalised.
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	This project has been rescheduled to 2024/2025 year 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

#### **TC106/24 Flower Street / Galvin Street, Randwick – No Stopping controls**

Mr Lehmann informed the Committee that, due to strong current neighbourhood concerns, there is a pressing need to signpost the statutory 10 metre No Stopping controls at the intersection of Flower Street and Galvin Street, Maroubra. No objections were raised to this proposal.

### Recommendation

That the statutory 10 metre No Stopping controls be signposted at the intersection of Flower Street and Galvin Street, Maroubra.

#### **TC107/24 Avoca Street / Bundock Street / Sturt Street – No Right Turn proposal**

Mr Ryan (resident) sought clarification of the status of the Traffic Management Plan for the proposed No Right Turn controls at the Avoca Street / Bundock Street / Sturt Street intersections. Mr Sriharan (TfNSW) advised that there was agreement in principle to Council's proposals, however, following a meeting between TfNSW and Council officers, it was agreed that community consultation should be undertaken prior to a more formal position on the matter being determined.

### Recommendation

That the information be received.

**TC108/24 Pine Street, Randwick**

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Local residents, Ms Pam Russell and Ms Deborah Keogh addressed the Committee with regard to their concerns about traffic and parking matters in Pine Street, Randwick – especially to the west of Carrington Road.

Mr Lehmann thanked the residents for raising their concerns and provided them with the contact details of Council's current Acting Coordinator, Dilruba Akhter, so that an on-site meeting can be arranged to discuss their specific concerns. The residents welcomed this advice.

**Recommendation**

That the information be received.

The meeting closed at 9:52am.