



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 13 AUGUST 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)
Cr Philpa Veitch	Mayor – West Ward Councillor
Cr Kym Chapple	Central Ward Councillor
Cr Michael Olive	East Ward Councillor
Kate Lewis	TfNSW
Helen Fragakis	South Eastern Sydney LHD Health
Rino Mucciacciaro	Transdev John Holland
Bushara Gidiess	Transdev John Holland
Peter Scott	NSW Police
Chelsea Cogle	UNSW
Heather Hibbert	Kingsford East Precinct
Tim Sneesby	Kingsford East Precinct

Anthony Ryan	Resident
Julian Cooke	Resident
Nicolas Notara	Resident
Paul Chilcott	Resident

Amir Lahouti, Anthony Baradhy, Dilruba Akhter, Heidi Leadley, Jay Lee-Pieterse, Lachlan Wood, Paul Araullo, Renna Korn, Shenara Wanigasekera, - Randwick City Council

### **Apologies**

Apologies were received from:

- Cr Kathy Neilson

### **Matters Arising from the Minutes OR from Council Resolutions**

NIL

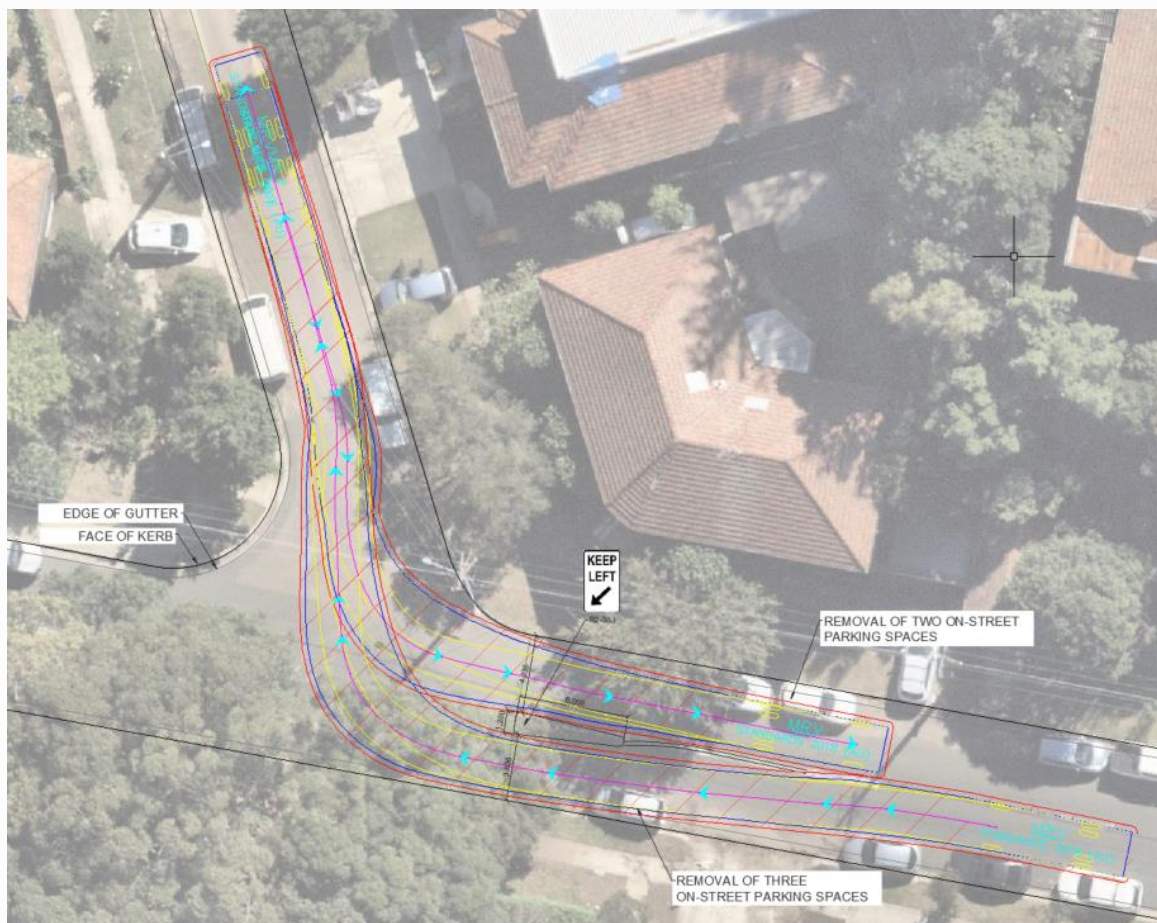
## Traffic Committee Reports

### TC109/24 Traffic Committee Report - Alison Road near Pauling Avenue, Coogee - Median (C) (F2010/00007)

Following on-going consultation with residents and an on-site meeting between Council officers and a local resident, two median strips on Alison Road on either side of Pauling Avenue were previously submitted to the April Local Traffic Committee meeting.

This design has now been revised to include a wider median island and to allow for the concept design for the eastern median island alone at this stage. The western island would be subject to the development of a concept design at a later stage once the eastern median island is implemented.

The proposed median arrangement for the east leg will result in the loss of five (5) on-street parking spaces on the eastern side of Pauling Avenue. This consists of two (2) spaces on the northern side of the road and approximately three (3) spaces on the southern side of the road.



**Figure 1:** Alison and Pauling Avenue Proposed Median Arrangement

### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

That, the median island proposed on Alison Road, east of Pauling Avenue, be installed.

**TC110/24 Traffic Committee Report - Arthur 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 to 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.

Following this, the item was again submitted to the June Local Traffic Committee meeting held on 11 June 2024 with two options. The recommendation of this meeting was 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.

Subsequently, the NSW Taxi Council have indicated that the Arthur Street proposal (se Figure 1) would be the preferred option.



**Figure 1:** Arthur Street 12m Taxi Zone resulting in the relocation of the existing No Stopping Signage and the Motorcycle Parking Area.

As discussed at the June Traffic Committee meeting, 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.

At the conclusion of the six month trial it is proposed that the communication would be sent to the NSW Taxi Council to confirm if they would like to maintain the Taxi Rank in this location or if they would like to remove it (if it is considered to not be viable in the long term).

**Resourcing Strategy implications**

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

**Discussion:**

Mr Lehmann informed the Committee that Randwick Precinct has requested that Council consult with residents and businesses at the end of the 6 month trial – before making a final decision. Mr Lehmann advised that he had informed the Precinct Committee that he concurs with this request.

**Recommendation**

That:

- a) That the resident who requested the Taxi Rank, any parties that submitted comment regarding this item, and the NSW Taxi Council be informed of the recommendation of the Local Traffic Committee.
- b) That the proposed Taxi Zone and relocated Motorcycle Parking zone are installed, for a trial period of 6 months, with a subsequent report being brought back to this Committee for consideration, following consultation with residents and businesses.



**TC111/24 Traffic Committee Report - Bass Street, Kingsford - Speeding Concerns (C)  
(F2006/00101)**

Concerns have been raised from residents of Bass Street, between Anzac Parade and Sturt Street, Kingsford, regarding incidences of vehicles speeding.

Bass Street is a two-way local road in the area of concern, and approximately 12m wide. It runs north to south between Sturt Street in the north and ends at Anzac Parade in the south. Parking is generally unrestricted on either side of the street with the exception of a short length of timed parking close to the intersection with Anzac Parade.

Traffic counts were undertaken on 17 June 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**

Bass Street,- in front of 22 Bass Street			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1,075	678	397
		7 Day Average	992	628	364
Weekday	AM	8:00	120	84	36
Peak hour starts	PM	17:00	99	54	45
Speeds: (Km/h)		85th Percentile	48.4	48.8	47.8
		Average	41.2	41.6	40.3
Speed %:		% of vehicles > 50 km/h	10.41%	11.51%	8.52%
		% of vehicles > 60 km/h	1.11%	1.32%	0.75%
Classification % :		Commercial Vehicles (class 3-12)%	2%	2%	1%

**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 have been no recorded crashed within Bass Street. As there are no existing mid-block crashes recorded in the last five (5) years on Bass 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 Bass 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:

Mr Tim Sneesby, Chair of the Kingsford East Precinct Committee, addressed the Traffic Committee with regard to community concerns about road safety along Bass Street.

The Mayor, Cr Phillipa Veitch, endorsed the comments made by Mr Sneesby and reiterated the position that action be taken with regard to motorists behaviour along Bass Street. Mr Lehmann enquired of acting sergeant Peter Scott about Police enforcement A/sgt Scott stated that if detailed traffic count data was provided to the police, consideration would be given to possible enforcement by the highway patrol.

### Recommendation

That a further report be brought back to the Committee following consideration of the feedback from the Kingsford East Precinct Committee, the Mayor and the Police.

**TC112/24 Traffic Committee Report - Boundary Street, Clovelly (C) (F2005/00497)**

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The matter of permanently parked vehicles along Boundary Street was submitted to the June Local Traffic Committee meeting held on 11 June 2024. It is noted that the matter was previously referred to Council's Rangers for investigation.

The recommendation of the June Traffic Committee meeting was that Council Rangers continue to enforce this area of concern under the Public Spaces Unattended Property Act 2021, and Council officers investigate the opportunities to install parking restrictions as per the petition received in June.

Vehicles are observed to drive along the respective travel lanes at relatively low speeds. A few trailers were noted however this was observed to be a small percentage of the vehicles parked along Boundary Street and hence considered to be a minor volume. It was observed that no trailers obstructed driveways or posed an obstruction to vehicles reversing out of driveways.

Measurements were taken of the carriageway and whilst there were small variations due to the unformalised arrangement of the parking along the northern side of Boundary Street, the general width of the road is 10.4 metres. Vehicles were generally parked providing a minimum travel lane width of 3 metres in each direction. It is noted that Boundary Street has a straight alignment in the subject area. In this case it is considered advantageous to provide parking on either side of the road to 'narrow' the perception of the road to users and in turn encourage slower speeds. This is a common traffic calming strategy that is utilised on local streets.

The requested changes by residents to introduce parking restrictions along Boundary Street would encourage turnover of vehicles that are parked for longer stretches of time. However, as observed at the site inspection, spare capacity was available for parking with only a few trailers present. Hence, Boundary Street is not considered to be greatly constrained in relation to parking demands (when compared to many other sites within the Randwick Council area). The site observation was conducted on a weekday, and it is noted that a weekend in the summer season would increase greater demands on parking as with any local streets in close proximity to a beach however, noting the small percentage of trailers present overall, this is not considered of a significant scale to warrant the introduction of parking restrictions.

In addition, the bus stop located opposite No.40 Park Street was assessed to determine if sufficient area was provided for the bus zone. It is noted that this bus zone is signposted with an approach distance of 23 metres to the bus stop sign itself which reinforces the Australian Road Rules which require a length of 20m and complies with Australian Guidelines. The departure distance was measured to be 6 metres however noting that parking is indented adjacent to this signage, this arrangement is considered satisfactory to allow the bus to manoeuvre in and out of this bus zone.

Council Rangers currently deal with the matter of unregistered vehicles by issuing the last registered owners of these vehicles and trailers with a posted penalty notice and the trailers / vehicles are then further investigated as suspected abandoned vehicles. With regards to any registered trailers parked legally, Council Rangers make a determination whether to further investigate them, as unattended items, under the Public Spaces Unattended Property Act 2021 (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.

Previous discussion with the Rangers Team 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 nearby local streets, exacerbating local parking supply issues within fully residential local streets.

Given the above situation continued Ranger enforcement under the PSUP Act is considered appropriate and sustainable when taking into account the scale of the issue raised and the aforementioned site assessment and further investigation.



**Resourcing Strategy implications**

There are no financial implications arising from this report.

**Discussion:**

Mr Julian Cooke, resident of Boundary Street, spoke in detail about his concerns and the concerns of his fellow Boundary Street residents, regarding the parking of trailers along his street.

**Recommendation**

That,

1. A report be brought back to this Committee detailing options available to address the concerns of community members (following further advice from the Manager Ranger Services0, and
2. Council Rangers continue to enforce the Boundary Street area under the Public Spaces Unattended Property Act 2021.

**TC113/24 Traffic Committee Report - Fitzgerald Lane - Parking and Road Safety (F2014/01091)**

The residents of Fitzgerald Lane have raised concerns regarding road safety due to the narrow width of the road when vehicles are parked on both sides. The widest section of Fitzgerald Lane is 5 metres approximately. After consultations and agreement with the residents, the Council proposed a parking plan as indicated in the figure below.

**Resourcing Strategy implications**

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

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

That the proposed parking restrictions be implemented on Fitzgerald Lane as per the figure above.

## TC114/24 Traffic Committee Report - Jane Street, Randwick - Turning restriction (C) (F2004/08216)

### Background

The Newmarket development encompasses an area of approximately 5 hectares and is bounded by Barker Street, Jane Street, Young Street, Randwick Girls High School to the east and Rainbow Street Public School to the south.

Stage 3 of Newmarket consists of two Buildings and a new Road – ST2 road (ST2 to be located between Young Street and Jane Street, Randwick).

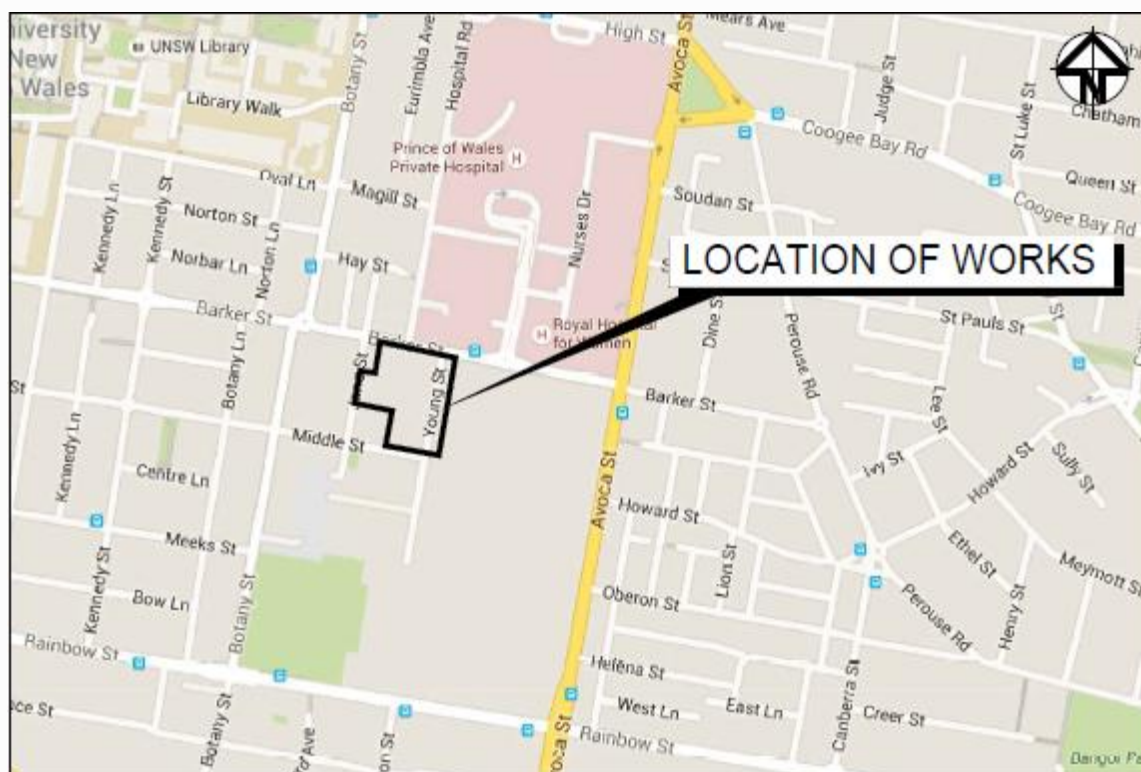


Fig 1: Locality work construction

### Proposal

The developer Cbus Property has submitted the following proposal for the Committee's consideration and approval (see Fig 2):

- Proposed construction of a kerb blister at the intersection of Jane Street and ST2 Road, at the northern kerb side as per Australian Standards and TfNSW Guidelines.
- Proposed turning restriction from Jane Street into ST2 Road, vehicles under 9m long excepted. Including a repeater turning restriction sign in Jane Street north of ST2 Road.
- Proposed double barrier line centerline in ST2 Road at the intersection with Jane Street.
- Proposed "No Right Turn" at the northern kerb side in ST2 Road.
- No Stopping signage at the new intersection of Jane Street and ST2 Road at 10m in Jane Street north of ST2 Road.
- Replacing existing timed restriction (double arrow Right and Left), with same restriction but only Left arrow.
- Proposed No Stopping signage in Jane Street, 10m south of ST2 Road.



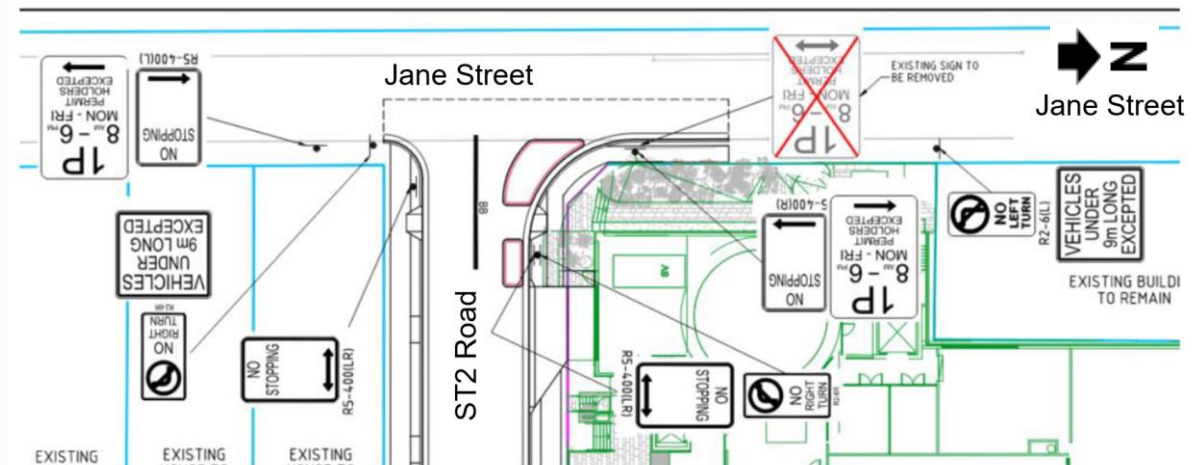


Fig 2 – Proposed signs and lines at the intersection of Jane Street and ST2 Road

The proposed vehicle turning restriction and the kerb blister is to deter vehicle above 9m from accessing ST2 Road from Jane Street and to avoid additional truck movement from the loading dock in ST2 Road resulting of the Newmarket development.

The proposed new ST2 Road will result in a loss of 4 parking spaces in Jane Street, and 2 parking spaces in Young Street (eastern kerb side)

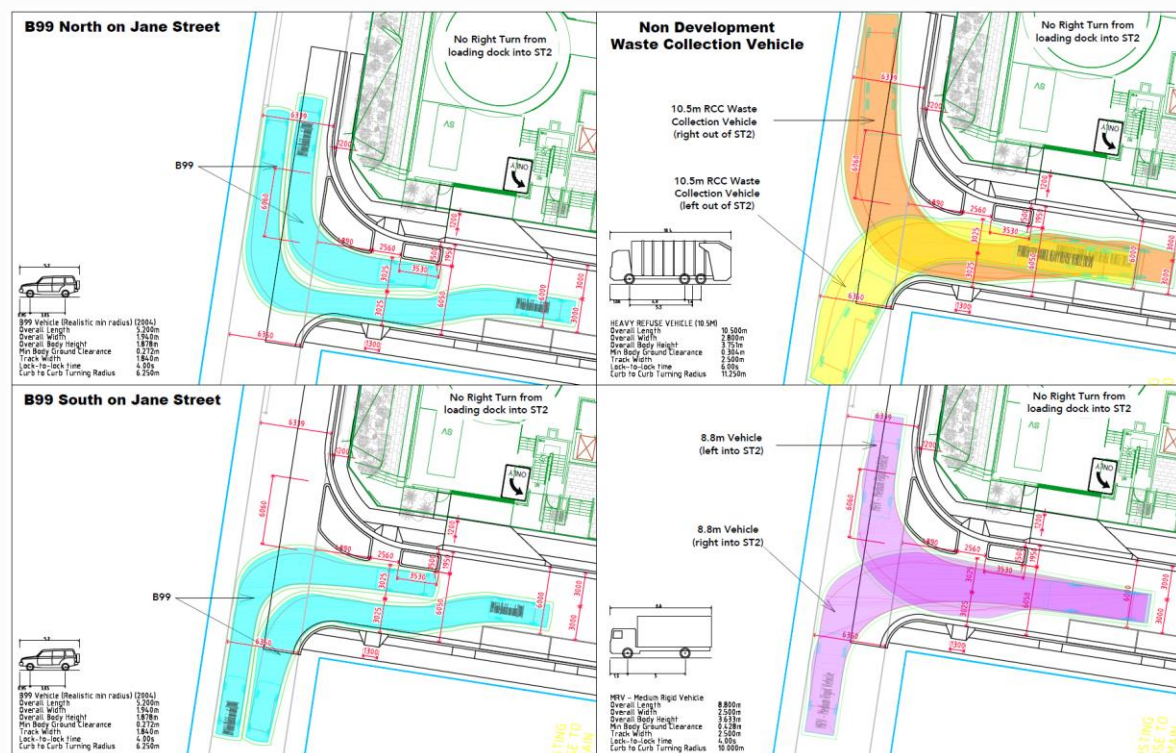


Fig 3: Swept Paths at the intersection of Jane Street and ST2 Road.

## Resourcing Strategy implications

There are no financial implications arising from this report.

## Discussion:

The Mayor, Cr Phillipa Veitch, sought clarification on the status of the proposals near Jane Street, Randwick. Mr Lehmann explained that the proposed signage and kerb nibs are being installed to minimise the likelihood of trucks using Jane Street to access the loading dock of ST2 Road. The Mayor acknowledged the rationale for the proposed changes.

## Recommendation

That:

1. The traffic and parking controls proposed at and near the intersection of Jane Street and the proposed street known as ST2 Road, are approved for implementation, subject to TMP approval by TfNSW.
2. It is noted that all costs associated with the implementation of the proposed traffic and parking facilities will be borne by the developer.

### **TC115/24 Traffic Committee Report - Magill Street, Randwick - Turning Restriction (C) (F2013/00541)**

#### **Background:**

Concerns have been raised regarding trucks accessing Magill Street from Hospital Road and Botany Street, Randwick. Originally, Magill Street was closed with bollards at the intersection with Hospital Road and was opened to facilitate construction work on the northern side of Magill Street. The construction work has been completed and, as a condition of consent issued by Planning NSW, a boom gate has been installed in place of the bollard, operating (closing) between 10PM and 7AM.

Additionally, it has been reported that some motorists are attempting to turn left, from the hospital emergency department's carpark, into Magill Street after hours, resulting in awkward three point turns at the end of the street when the boom gate is closed. Note that Hospital Road is a private road, managed by Health NSW.

#### **Proposal:**

It is proposed to implement multiple turning restriction for vehicles over 9m Long into Magill Street from both Botany Street and Hospital Road. Furthermore, we are proposing "No Left Turn from 10pm-7am" from the emergency department carpark exit into Magill Street, to align with the boom-gate's operation times at the intersection of Magill Street and Hospital Road (see Fig 1).



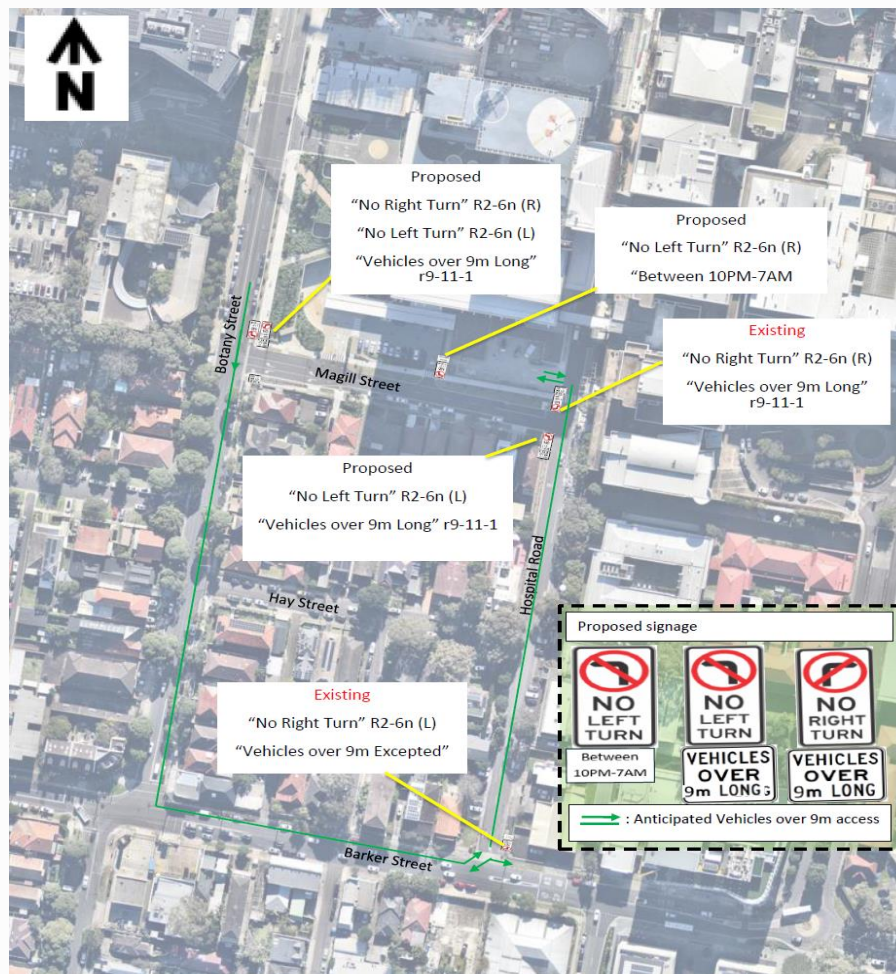


Fig 1: proposed turning restriction for vehicles over 89m long in Magill Street.

### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

That,

1. The traffic controls proposed at and within Magill Street and at the Barker Street / Hospital Road intersection, are approved for implementation, subject to TMP approval by TfNSW.
2. NSW Health, the roads authority for Hospital Road, be requested to introduce the required traffic control signage upon Hospital Road, Randwick.

**TC116/24 Traffic Committee Report - Perry Street and Franklin Street, Matraville - Speeding Concerns (C) (F2006/00101)**

Concerns have been raised from the Matraville Precinct regarding incidences of vehicles speeding along Perry Street and Franklin Street in Matraville.

Perry Street is a two-way local road subject to a speed zoning of 60km/h. The road provides a separated carriageway with each side of the carriageway providing a width of approximately 7.0 metres and a central median of approximately 16 metres. Parking is generally unrestricted on either side of the street.

Similarly, Franklin Street is also a two-way local road subject to a speed zoning of 60km/h. The road provides a separated carriageway with each side of the carriageway providing a width of approximately 6.0 metres and a central median of approximately 3.3 metres. Parking is generally unrestricted on either side of the street.

Traffic counts were undertaken on 15 June 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at two locations, as shown in Figure 1 and Figure 2 below.



**Fig 1: Traffic Survey Location 1 – 97 Perry Street, Matraville**





**Fig 2: Traffic Survey Location 2 – Franklin Street (in front of Barwin Park)**

Perry St, Matraville- outside No. 97 Perry St			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	11,019	6,881	4,138
		7 Day Average	10,332	6,423	3,909
Weekday	AM	8:00	852	485	367
Peak hour starts	PM	16:00	869	535	334
Speeds: (Km/h)		85th Percentile	57.6	57.7	57.5
		Average	51.4	51.7	51.0
Speed %:		% of vehicles > 60 km/h	7.69%	7.80%	7.58%
		% of vehicles > 70 km/h	0.59%	0.52%	0.65%
Classification % :		Commercial Vehicles (class 3-12)%	6%	4%	8%

**Table 1: Analysis of Traffic Count data – Perry Street**

Franklin St,- in front of Barwin Park			Direction of Travel		
			Combined	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	12,351	6,509	5,842
		7 Day Average	11,747	6,203	5,544
Weekday	AM	8:00	1180	561	619
Peak hour starts	PM	16:00	1099	545	553
Speeds: (Km/h)		85th Percentile	57.8	56.8	58.9
		Average	52.1	51.3	53.0
Speed %:		% of vehicles > 60 km/h	8.20%	5.67%	11.04%
		% of vehicles > 70 km/h	0.56%	0.37%	0.77%
Classification % :		Commercial Vehicles (class 3-12)%	6%	5%	7%

**Table 2: Analysis of Traffic Count data – Franklin Street**

The data highlights that the average daily traffic volumes are comparatively high with reference to other local streets. In the past Randwick Council has applied to TfNSW for a reduction in the speed limit for both Franklin Street and for Perry Street. It is considered that the current 60km/h speed limit may not be appropriate given the slow moving trucks servicing the western industrial area, the busy shopping precinct near to Bunnerong Road, the recreational uses on both the northern and southern sides of Franklin Street (near Barwon Park) and the busy schools at the eastern end of Franklin Street, Malabar. Accordingly, the Council will be again applying to TfNSW for a reduction in the speed limit of Franklin and Perry Streets, from 60km/h to 50km/h.

In addition, it will also be recommended that the results of the traffic count be forwarded to the local Police Highway Patrol for consideration of appropriate speed enforcement action.

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

### **Discussion: NIL**

### **Recommendation**

That:

- a) The results of the traffic surveys for Perry Street and Franklin Street, Matraville, undertaken 15 June 2024, are noted,
- b) The detailed results of the traffic count be forwarded to the local Police Highway Patrol for consideration of appropriate speed enforcement action,
- c) The precinct raising concerns about this matter be informed of the results of the survey, the proposed notification to the local Police Highway Patrol, and, that the Council will seek from TfNSW a reduction in the speed limit of Franklin and Perry Streets, from 60km/h to 50km/h.

## TC117/24 Traffic Committee Report - Randwick Resident Parking Scheme, Area RA8 (F2004/06138)

### Background

As part of its regular review of the Resident Parking Scheme (RPS), and as a result of a number of enquiries from residents, the operation of the resident parking scheme in the northeast Randwick area has been examined.

The Council surveyed Randwick residents (within the RA8 resident parking area. See Fig 1 below) in July 2024 as part of a regular review to ascertain if there is community support for introduction / expansion of the RPS into their area. Residents received a letter informing them about the survey and 279 responses to the survey were received.

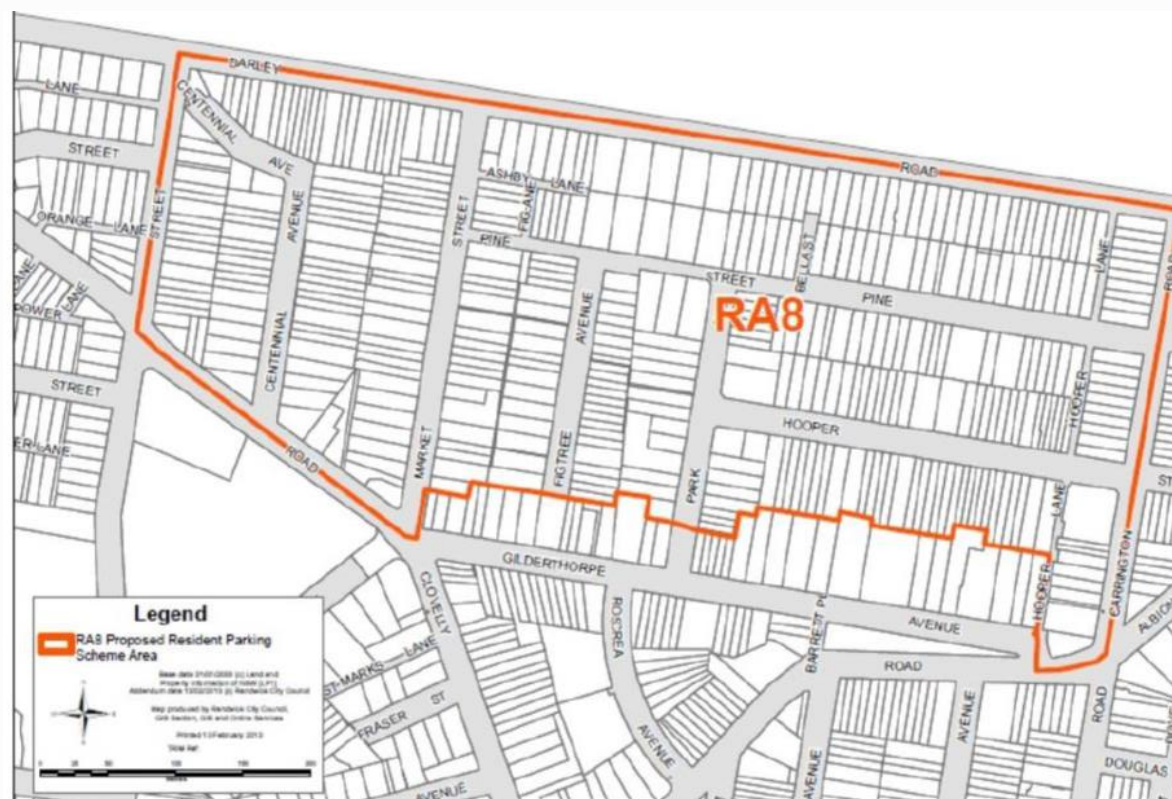


Fig 1: Extent of RA8 Resident Parking Area

### About the survey

In July 2024, the Council distributed letters to 735 residents in the proposed RA8 Area, inviting residents to participate in the Council's online survey. Some 279 local residents responded (a 37.9% response rate).

### Survey Findings

The following data relates to the 279 responses from residents of the proposed area.

#### 1. Eligibility:

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



<b>How many vehicles does your household have? (Please include company vehicles that are usually brought home)</b>	<b>Base</b>	279 (100%)
	<b>None</b>	3 (1.1%)
	<b>One</b>	108 (38.7%)
	<b>Two</b>	139 (49.8%)
	<b>Three</b>	22 (7.9%)
	<b>Four or More</b>	7 (2.5%)

The majority of households responding to the survey have one (39%) or two (50%) vehicles. Only 10% of the responding households have 3 or more vehicles and 1% have none.

<b>How many vehicles does your household have? (Please include company vehicles that are usually brought home)</b>	<b>Base</b>	279 (100.0%)
	<b>None</b>	89 (31.9%)
	<b>One</b>	128 (45.9%)
	<b>Two</b>	53 (19.0%)
	<b>Three</b>	5 (1.8%)
	<b>Four or More</b>	4 (1.4%)

## 2. On Street Parking Access

All respondents with vehicles were asked about their experiences accessing on street parking. 27% of respondents claimed that they never experienced problem accessing on street parking, and a 44% said that they did experience problems both day and night. Where 7% of respondents claimed to experience problems finding on street parking near their residence during daytime only and 21% during the night time.

<b>When, if ever, do you or members of your household have difficulty finding on-street parking near your residence?</b>	<b>Base</b>	279 (100%)
	<b>Never</b>	76 (27.2%)
	<b>Daytime only</b>	20 (7.2%)
	<b>Night only</b>	59 (21.1%)
	<b>Both Day &amp; Night</b>	124 (44.4%)

Overall, 62% of respondents were NOT in favour of the proposed implementation of the resident parking scheme, compared with 29% who were in favour of the scheme.

<b>After reading the Resident Parking Scheme Fact Sheet and map that came with the survey, do you support an introduction/extension of the Resident Parking Scheme to your area?</b>	<b>Base</b>	279 (100%)
	<b>Yes</b>	80 (28.7%)
	<b>No</b>	173 (62.0%)
	<b>Don't Know</b>	26 (9.3%)

The results of the individual streets' voting are detailed in the following table.

<b>Street-by-Street Results of RA8 Resident Parking Survey (July 2024)</b>		
<b>Street</b>	<b>Voting</b>	
	<b>No</b>	<b>Yes</b>
<b>Avoca Street</b>	10 (3.6%)	0 (0%)
<b>Carrington Road</b>	9 (3.2%)	1 (0.4%)
<b>Centennial Avenue</b>	18 (6.5%)	4 (1.4%)
<b>Clovelly Road</b>	1 (.4%)	2 (0.7%)
<b>Darley Road</b>	13 (4.7%)	7 (2.5%)
<b>Figtree Avenue</b>	15 (5.4%)	7 (2.5%)
<b>Gilderthorpe Avenue</b>	2 (0.7%)	1 (0.4%)
<b>Hooper Street</b>	32 (11.5%)	15 (5.4%)
<b>Market Street</b>	19 (6.8%)	11 (3.9%)
<b>Park Avenue</b>	24 (8.6%)	11 (3.9%)
<b>Pine Street</b>	30 (10.8%)	21 (7.5%)

Whilst noting the street-by-street results, there were significant clusters, within two of the longer streets, where the majority of localised respondents voted in favour of the introduction of the RPS. As a result of the strong support shown in these clusters, the parking changes indicated below are recommended for implementation:

- Darley Street, south side, near to Hooper Lane – 4 parking spaces,
- Pine Street, north side, near to Hooper Lane – 10 parking spaces, and
- Pine Street, south side, two locations mid-block between Carrington Road and Bella Street – 6 spaces.

Given the resident opinion at these three localised clusters. It is recommended that a '2P, 8:30am-6pm, Mon-Fri, Permit Holders Excepted' parking restriction be introduced as detailed.

### **Resourcing Strategy implications**

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

### **Discussion:**

Mr Lehmann explained that the relatively short item within the Traffic Committee agenda was updated as detailed above.

### **Recommendation**

That:

1. A '2P, 8:30am-6pm, Mon-Fri, Permit Holders Excepted' parking restriction be introduced at the three locations indicated within the report.
2. In line with the Resident Parking Scheme review processes, this area be not fully surveyed again, until at least 2028, unless there is a major change to parking conditions in the area.

**TC118/24 Traffic Committee Report - St Pauls Street, Randwick - Temporary Road Closures (F2024/07866)**

Under the Transport for NSW Open Streets program, Randwick Council secured funding for a project called "Spot On" to enhance vibrancy in the locality known as "The Spot" in Randwick. This project involves the recurring temporary closure of St Pauls Street to traffic every Thursday evening from 4pm to 10pm for a 12-week trial period, aiming to support local businesses with outdoor dining and street performances.

The project aims to create a pedestrian-friendly area, making St Pauls Street an attractive place to live, visit, dine, and shop. An evaluation report will be provided to the Council after the trial period concludes. The temporary road closure will commence on 22 August, 2024, and end on October 10, 2024.

Randwick City Council plans to set up their Event Clearway signs and advance notification signage in the listed affected areas at least 7 days before the event.

Transport for NSW (Buses) and the local Bus Operator have each agreed to the proposed temporary closures.

In line with the standing approval issued to Randwick Council by TfNSW (to implement temporary road closures on local roads - D03728810) the following changes to traffic conditions will occur every Thursday from 22 August to 24 October (inclusive).

Event Clearways from 15:00 to 23:59 the same day.

- St Paul Street, both sides, between Perouse Road to Daintrey Crescent (to the west end of Daintrey Crescent on St Pauls St)
- Nancye St, Eastern side for 25 metres, south from St Paul St

Road Closures from 16:00 to 23:59 the same day.

- St. Paul's St – between Perouse Road St to Nancye St with a soft closure from Nancye St to Lee St and entry to the west end of Daintrey Crescent.
- Nancye St, for 25 metres, south from St Paul St

Local access to be provided to:

- Daintrey Crescent, from St Pauls St
- Wilson Car Park, from St. Pauls St
- St. Basil's Randwick
- Nancye St from Lee St

**Resourcing Strategy implications**

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

**Discussion:**

Mr Sritharan (TfNSW) sought clarification as to the approval processes regarding this item. Mr Lehmann agreed to forward all relevant documentation to Mr Sritharan.

**Recommendation**

That, it is noted that,

- a) Council's event management team will be engaging a Traffic Management company to prepare appropriate Traffic Management Plan and Traffic Guidance Scheme.

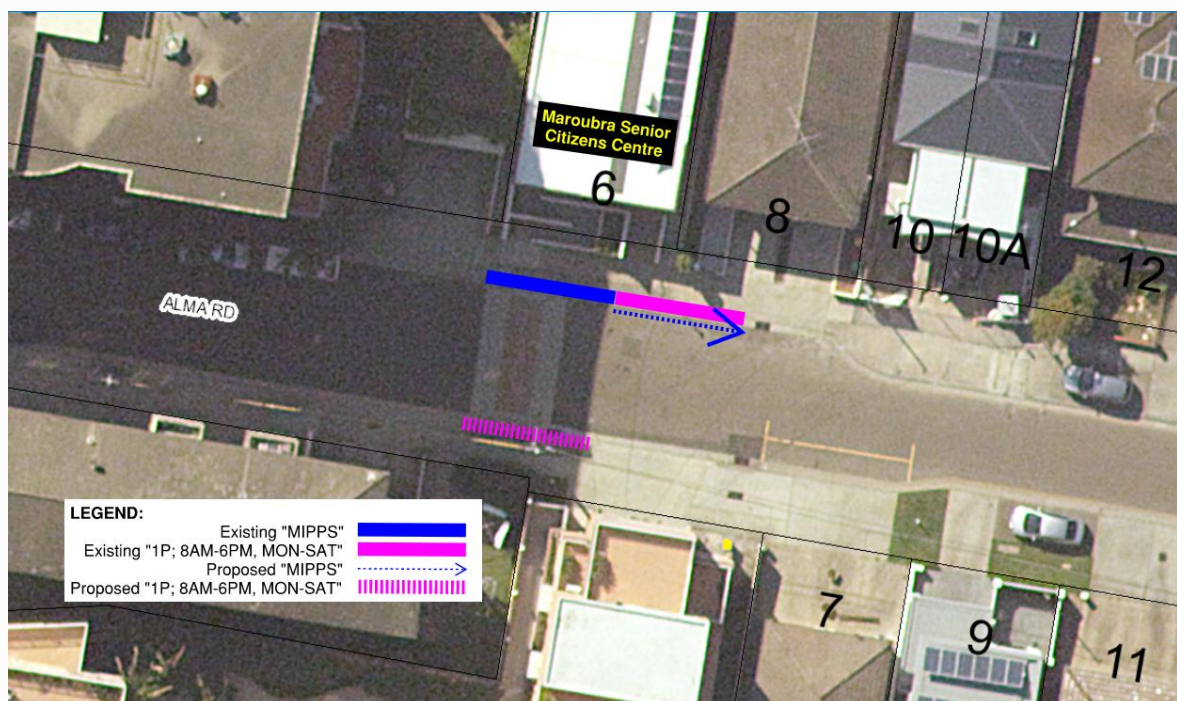
- b) Variable Message Signs will be installed to alert motorists of the temporary road closure.
- c) Localised parking controls from 15:00 to 23:59, are approved to apply every Thursday, from 22 August to 24 October, on the following streets:
  - a. St Pauls Street, both sides, between Perouse Road to Daintrey Crescent (to the west end of Daintrey Crescent on St Pauls Street)
  - b. Nancye Street, eastern side for 25 metres, south from St Pauls Street
- d) Council will forward all approval process documentation to the TfNSW representative.

**TC119/24 Traffic Committee Report - Anzac Parade, Malabar; Alma Road, Maroubra; and Frances Street, Randwick – Mobility Impaired Persons Parking Space (C & M) (F2006/00432)**

Following concerns raised by community members, it is proposed to implement the installation of additional Mobility Impaired Person's Parking Space (MIPPS) during the upcoming 2024 NSW Local Government Elections from Saturday, 7<sup>th</sup> of September to Saturday, 14<sup>th</sup> of September.

The installation of additional MIPPS will only be at local election areas where there consist of up to one MIPPS. These locations are the following:

1. Maroubra Senior Citizens Centre



Located at 6 Alma Road, Maroubra NSW 2035, in the heart of Maroubra Junction, approximately 60m east of Anzac Parade. The existing "1P, 8AM-6PM, MON-SAT" will be temporarily replaced with a MIPPS, and the "1P, 8AM-6PM, MON-SAT" will be relocated on the opposite side of 6 Alma Road, as illustrated in the diagram above.



## 2. Malabar Memorial Hall



Is located at 1203 Anzac Parade, Matraville NSW 2036. The MIPPS on the western side of the northbound lane of Anzac Parade, directly at the frontage of 1201-1201A Anzac Parade which is in close proximity to the ramp heading towards the Malabar Memorial Hall will have an additional temporary 6m MIPPS immediate north of the existing MIPPS.

## 3. Randwick Town Hall



Located adjacent to the Randwick City Council building at 30 Frances Street, Randwick NSW 2031. The inclusion of a temporary MIPPS will reduce the existing "1P, 8AM-6PM, MON-SAT" by 6m.

**Resourcing Strategy implications**

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



## Discussion: NIL

## Recommendation

That:

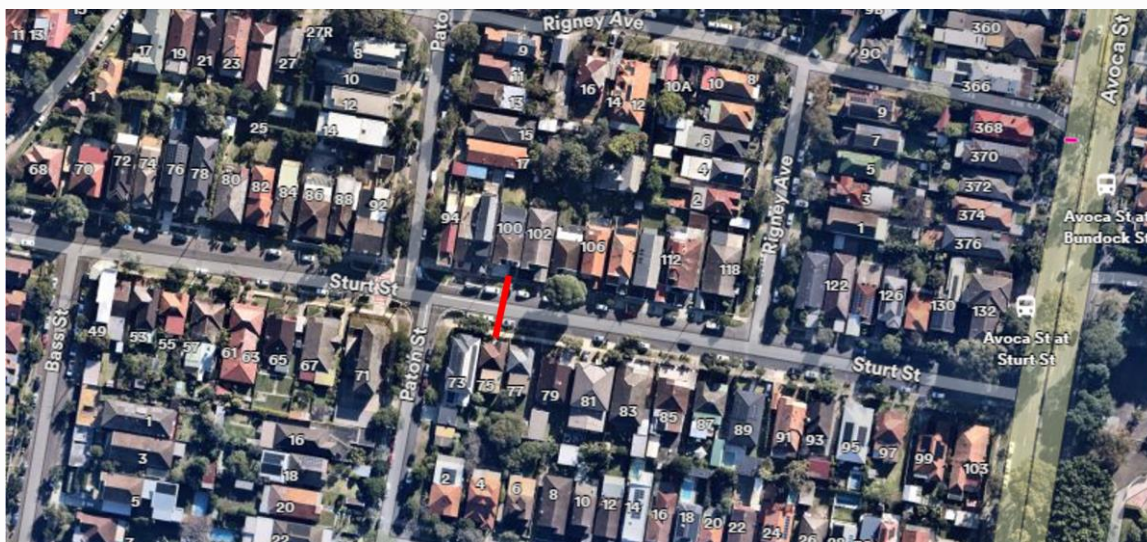
1. Remove existing "1P, 8AM-6PM, MON-SAT" zone on the northern side of Alma Road, adjacent to 6 Alma Road, to replace with a temporary 5.5m MIPPS;
2. Install the removed "1P, 8AM-6PM, MON-SAT" from the northern side of Alma Road, adjacent to 6 Alma Road, to the southern side of Alma Road, as illustrated in the diagram above;
3. Extend the existing MIPPS, at 1203 Anzac Parade, adjacent to Malabar Memorial Hall, by 6m north; and
4. Reduce the existing "1P, 8AM-6PM, MON-SAT" on the northern side of Frances Street, adjacent to 30 Frances Street, by 6m to be replace with a 6m MIPPS.

### TC120/24 Traffic Committee Report - Sturt Street and Paton Street, Kingsford (H) (F2006/00101)

Concerns have been raised regarding speeding in Sturt Street, between Bass Street and Avoca Street, Kingsford.

Sturt Street is a two-way local road in the area of concern, with an approximately 12.5m wide carriageway. It runs West to East between Bass Street in the west and Avoca Street to the east. Parking is generally unrestricted on either side of the street.

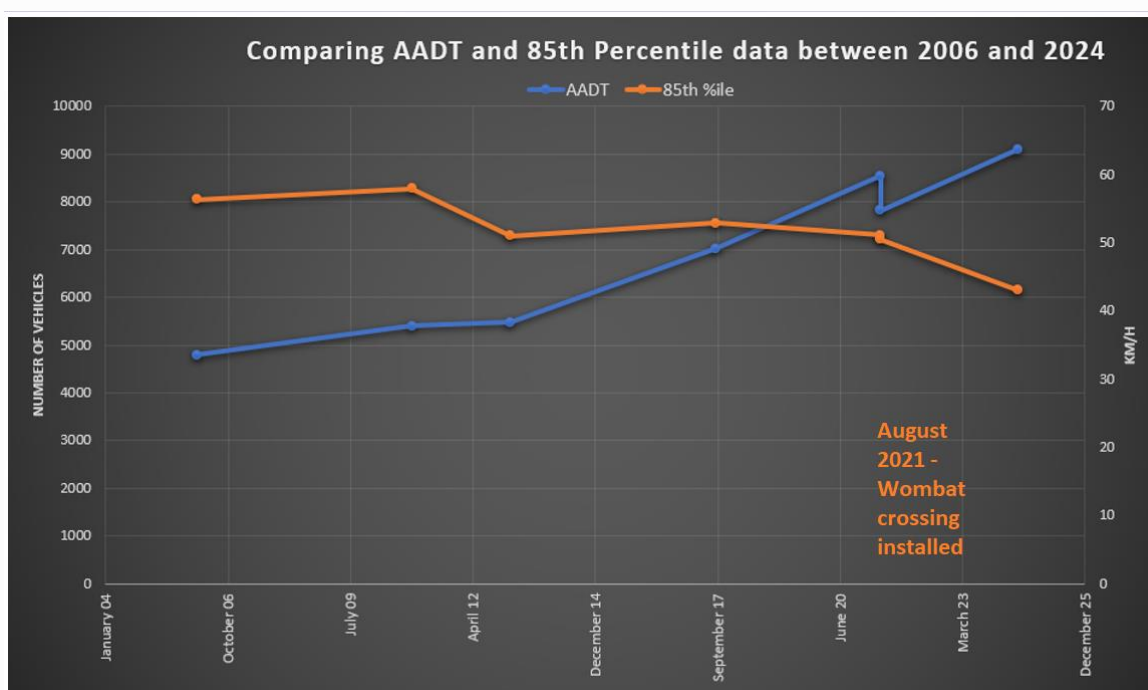
Traffic counts were undertaken on 14 June 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Location**

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

Sturt Street (See Fig 1)			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	9,270	5,373	3,897
		7 Day Average	8,896	5,201	3,695
Weekday	AM	8:00	640	398	243
Peak hour starts	PM	16:00	781	396	385
Speeds: (Km/h)		85th Percentile	46.4	45.9	47.2
		Average	40.6	40	41.4
Speed %:		% of vehicles > 50 km/h	5.14%	4.12%	6.56%
		% of vehicles > 60 km/h	0.22%	0.17%	0.30%
Classification % :		Commercial Vehicles (class 3-12)%	4.26%	4.14%	4.42%



Graph 1 – AADT and Speed data from 2006

**Analysing the speed 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 (2018-2023) shows that there have been no serious crashes recorded at the intersection of Sturt Street and Paton Street. The Sturt Street raised pedestrian (Wombat) crossing, installed around August 2021, is assisting with speed management along the street. Based on the above-mentioned findings, the provision of additional traffic devices is not recommended.

Additionally, graph 1 reveals that the speed of motorists has been decreasing while the daily volume has been increasing between 2006 and 2024.

To manage the percentage of vehicles that are speeding, it is considered that the Eastern Beaches Police Area Command be requested to consider undertaking speed enforcement on Sturt Street. The Council will provide the Police with the relevant traffic count survey, so that their resources can be appropriately deployed.

Notwithstanding the above, a Pedestrian Crossing ahead sign W6-2 is proposed to be installed in Paton Street. The outlined measure will warn northbound motorists in Paton Street of the existing pedestrian crossing in Sturt Street.



Fig 2: proposed Pedestrian Crossing Ahead W6-2

### Resourcing Strategy implications

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

### Discussion:

Mr Sneesby addressed the Committee in length and detailed his concerns about motorist behaviour at the Sturt Street/ Paton Street intersection. Ms Hibbert (Kingsford East Precinct) and the Mayor also addressed the Committee with their concerns about motorist behaviour at, and in the vicinity, of the subject intersection.

After much discussion the following recommendation was endorsed.

### Recommendation

That, regarding pedestrian safety at the intersection of Sturt Street and Paton Street, Kingsford, Council officers bring back a report on traffic calming alternatives at this location, to address the concerns of the community.



## TC121/24 Traffic Committee Report - Storey Street, Maroubra – Mobility Impaired Persons Parking Space (M) (F2004/07763)

Arising from concerns from staff of the Maroubra Junction Public School, it is proposed to reconfigure the existing parking controls of the existing “Mobility Impaired Persons Parking Space (MIPPS)” and “P10 Minute, 8:30am-9:30am, 2:30pm-4pm, School Days” zones on the northern side of Storey Street, approximately 30m to 80m west of Loch Maree Street.



**Figure 1: Reconfiguration of Parking Controls**

The existing 17m MIPPS will be relocated 33m east, towards Loch Maree Street, adjacent to the entrance of Maroubra Junction Public School. The relocated MIPPS will be replaced with “P10 Minute, 8:30am-9:30am, 2:30pm-4pm, School Days”. Therefore, there will be no compromising of the existing parking controls adjacent to Maroubra Junction Public School.

### Resourcing Strategy implications

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

### Discussion: NIL

## Recommendation

That:

1. Seventeen metres of “P10 Minute, 8:30am-9:30am, 2:30pm-4pm, School Days” zone be removed from the northern side of Storey Street, 30m west of Loch Maree Street;
2. Seventeen metres of “Mobility Impaired Persons Parking Space (MIPPS)” be installed on the northern side of Storey Street, 30m west of Loch Maree Street;
3. The existing 17m “Mobility Impaired Persons Parking Space (MIPPS)” on the northern side of Storey Street, 53m west of Loch Maree Street, be removed and
4. A “P10 Minute, 8:30am-9:30am, 2:30pm-4pm, School Days” parking restriction, 17m long, be installed on the northern side of Storey Street, 53m west of Loch Maree Street.

### TC122/24 Traffic Committee Report - Bus Stop Signage Upgrade Program (F2004/07425)

As part of the Bus Stop Signage Upgrade Program – FY23/24, Transport for NSW has been upgrading existing bus stops in the Greater Sydney Region. Following a review of several bus stops in the Randwick Council area, new bus stop signs have been produced and installation has been scheduled to begin in early July 2024.

These new signs designate compliant boarding points for bus services, benefitting both the local community and road users. The new B-poles will either replace existing signs at the same locations or be relocated as needed to meet passenger circulation space requirements, as shown in Figure 1.

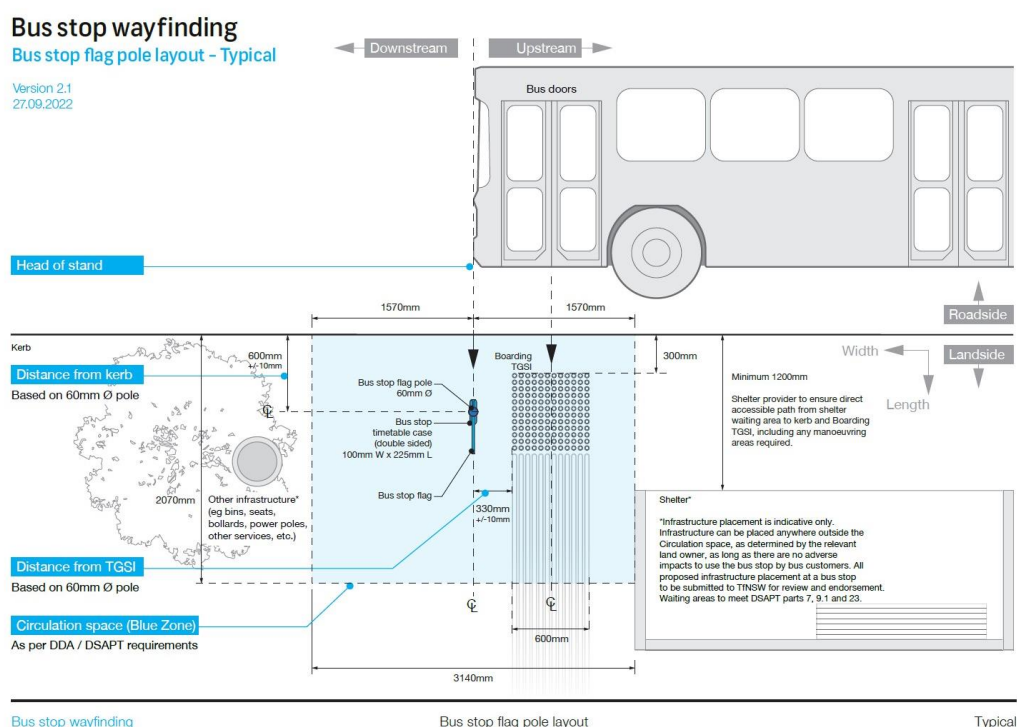


Figure 1: New Bus Stop Wayfinding

Transport for NSW has requested that council make some adjustments to seat locations and existing Bus Zone or No Stopping signage. These changes shown in Table 1, aim to ensure adequate passenger circulation space on both sides of the new B-pole location, thereby achieving compliance with the updated bus stop wayfinding standards.



*Table 1: Locations of new B-pole signs*

<b>Transit Stop Number</b>	<b>Bus Stop Location</b>	<b>Suburb</b>	<b>Signage Changes Needed</b>
203242	Eastern Avenue after Goodrich Avenue	Kingsford	Relocate/removal* of the seat
203244	Eastern Avenue before Gardeners Road	Kingsford	Relocate/removal* of the seat
203279	Rainbow Street opp Willis Lane	Kingsford	Relocate the Bus Zone and No Stopping sign to 1.6m ahead of the utility pole to achieve circulation space for the new B-pole.
203347	Day Avenue at Mooramie Avenue	Kensington	Relocate/removal* of the seat
203280	Rainbow Street at Willis Lane	Kingsford	Relocate/removal* of the seat and relocation of the existing Bus Zone and No Stopping sign 1.6m ahead of the proposed B-pole location.

\* It should be noted that whilst TfNSW has suggested the option of removing bus seats, this will not occur. In line with Key Outcome 2.3 of the Council's Disability Inclusion Action Plan – "Design for accessibility", there will be no removal of bus seats. Any seat requiring to be addressed will be repositioned at the Bus Stop – not removed.

### **Resourcing Strategy implications**

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

### **Discussion: NIL**

### **Recommendation**

That the information regarding the Bus Stop Signage Upgrade Program FY23/24 is noted.

## TC123/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage (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.	Middle Street, Kingsford (H)	S	12m	87-91 Middle Street, Kingsford NSW 2032	Unrestricted	LA/1205/2023 & D05149993-AB&PL (AD)
2.	Alison Road, RANDWICK (C)	N	12	210 Alison Road, Randwick NSW 2031	2P, 8AM-8PM, Mon-Sat, Permit Holders Excepted, Area RA2	LA/496/2024 & D05349725-RM&LB (AD) The existing parking controls will be relocated on the southern side of Alison Road, adjacent to no.217 Alison Road.
3.	Beauchamp Road, RANDWICK (C)	N	12	412 Beauchamp Road, Maroubra NSW 2035	Unrestricted	LA/793/2023 & D05037670-RM&LB (AD)
4.	Victory Street, CLOVELLY (C)	W	12	18 Victory Street, Clovelly, NSW 2031	Unrestricted	WZ/4/2024 & D05389261 SW&LB (AD)
<b>REMOVAL</b>						
4.	Rainbow Street, SOUTH COOGEE (C)	N	12	188 Rainbow Street, South Coogee NSW 2031	Unrestricted	LA/451/2023 – RM & LB (AD)

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

### Resourcing Strategy implications

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

### Discussion: NIL

### Recommendation

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

**TC124/24 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.	Mooramie Avenue, KENSINGTON (H) (D04135886/SR657 170-RM) (AD)	Install 6m "Mobility Impaired Person's Parking Space (MIPPS)" on the eastern side of Mooramie Avenue, at the frontage of no.71 Mooramie Avenue.	To assist eligible mobility impaired resident park close to their property.
2.	The Serpentine, KENSINGTON (H) (SR679312-RM) (AD)	Extend the 10m "No Stopping" restriction currently existing on the western side of The Serpentine, by a further 9m south of Brompton Road.	To address concerns related to regular vehicle conflict in The Serpentine, as the road width is constricted to 6m.
3.	Metcalfe Street, MAROUBRA (M) (SR677779-RM) (AD)	Install 35m "No Parking" on the southern side of Metcalfe Street, adjacent no.73 Garden Street, commencing 10m east of Garden Street and terminating immediate west of the off-street parking access to no.73 Garden Street.	To prevent vehicles from blocking the travel lanes of the 6m wide road.
4.	St Pauls Lane, RANDWICK (C) (SR679256-RM) (AD)	Install 3.5m "No Parking" on the northern side of St Pauls Lane, directly behind no.15 Soudan Street, commencing immediately west of the property access of no.15 Soudan Street continuing towards the property boundary of no.15 Soudan Street and no.22-24 Perouse Road and terminating on the eastern side of St Pauls Lane, 8m south of the property boundary of no.15 Soudan Street and no.22-24 Perouse Road, behind no.32-34 Perouse Road.	To allow vehicles to access and egress from the driveway of no.15 Soudan Street, and to allow motorist to easily turnaround at the end of the cul-de-sac.
5.	Snape Street, Kingsford (H) SR 674420-DA (AD)	Install 45m long No Parking zone on the south side of Snape Street, between 25m east of Percival Street and 22m west of Irvine Street (between the two existing No Stopping signs), Kingsford.	Occasionally parked vehicles obstruct westbound traffic flow
6.	Bedford Place, South Coogee (C) (D05382922 – RK) (AD)	Install No Parking zone on the northern side of Bedford Place, between the existing No Stopping signs located at 175 Malabar Road and 80 Denning Street, South Coogee.	To prevent vehicles from blocking the travel lane on the 6m wide road.
7.	Flower Street, Maroubra (M) (678917 – RK) (AD)	Install left arrow Bus Zone sign on the eastern side of Flower St, 7m north of Galvin Street, Maroubra.	To prevent cars from stopping in the existing bus zone.
8.	South Maroubra Surf Life Saving Club Car Park, MAROUBRA (M) D05383884-LW (AD)	Install "4P 9am-6pm EV (symbol) Only While Charging (r5-1-10n)" on the eastern and western sides of the two adjacent line marked spaces in front of the South Maroubra Surf Life Saving Club off Bernie Kelly Drive, Maroubra.	To ensure consistent EV signage and line marking in the Randwick, Waverly, and Woollahra areas.
9.	Snape Street, Kingsford (H) (D05346829-PA) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the eastern side of Snape Street, at the frontage of no.28 Snape Street.	To assist eligible mobility impaired resident park close to their property.
10.	Darley Lane, Randwick (C) (D05343433-PA) (AD)	Install 'No Parking' on the southern side of Darley Lane, directly behind the no.3 Clovelly Road, commencing immediate west of the property access of no.3 Clovelly Road and terminating at existing 'No Parking' located 23m west	To prevent vehicles from blocking the travel lane of the 3m wide road.

		on Darley Lane. Replace existing right arrow 'No Parking' with bidirectional arrow 'No Parking' signage directly behind no.1 Clovelly Road, Randwick.	
11.	Avoca Lane, Randwick (C) (D05325629-PA) (AD)	Install left arrow 'No Stopping' sign on the existing stem on the northern side of Avoca Lane, immediate east of the rear driveway of No.214 Barker Street and a bidirectional arrow 'No Stopping' sign on a new stem on the northern side of Avoca Lane on the property boundary of 29 and 30 Titania Street, Randwick.	To prevent vehicles from blocking the travel lane of the 3.5m wide road.
12.	Franklin Street, Malabar (M) (D05375557-PA) (AD)	Change existing 'Give Way' control to a 'STOP' control located at the intersection of Franklin Street and Prince Edward Street, Malabar.	To improve the safety of the intersection
13.	Oberon Street, Coogee (C) (D05400833-DA) (AD)	Reduce the Bus Zone length by 3m easterly located on the southern side of Oberon Street, in front of 230 Oberon Street, Coogee	The resident at 230 Oberon Street is installing a new driveway

### Resourcing Strategy implications

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

### Discussion:

Mr Lehmann informed the Committee that he had further investigated the matter of the proposed mobility parking space in Coogee Bay Road. He stated that he did not consider that the access from the garage to the dwelling was significantly problematic. Accordingly, he suggested that items 5 and 6 above be not endorsed.

### Recommendation

That the recommendations listed in the Minor Signage items table, apart from items 5 and 6, are approved for implementation / action.



## TC125/24 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.	Garden Street	Maroubra	East	10	North & South	Metcalf Street	SR677779-RM (AD)
2.	Metcalf Street	Maroubra	North & South	10	East	Garden Street	SR677779-RM (AD)
3.	Flower Street	Maroubra	East	10	South	Galvin Street	SR678917 – RK (AD)
4.	Flower Street	Maroubra	East	7	North	Galvin Street	SR678917 – RK (AD)
5.	Flower Street	Maroubra	West	10	North	Galvin Street	SR678917 – RK (AD)
6.	Fischer Street	Kingsford	North	10	West	Anzac Parade	SR679415 – PA (AD)
7.	Fischer Street	Kingsford	South	10	West	Anzac Parade	SR679415 – PA (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.

## TC126/24 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) <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	50/50 Funding - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Traffic signal modelling progressing. Early paths orientation being planned.
P.0079383 (D04730658)	Bundock Street & Sturt Street Project <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	90% design works almost completed.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project <i>(Design &amp; installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	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 <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Route option analysis continues. 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	Design consultants have been appointed. Early investigations to soon commence.
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 completed; project finalised.
P.0084947 (D05071792)	Middle Street & Harbourn 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)	<b>Perouse Road &amp; St Pauls Street, Randwick</b>  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.
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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:

Councillor Olive sought clarification regarding the likely timing for the Active Transport Plan being brought back to the Council. Mr Lehmann stated that the current objective is to table a Council Report on the Active Transport Plan by November 2025. In addition, Councillor Olive queried the current status of the proposed temporary pedestrian refuges at the Avoca/Bundock and the Avoca/Sturt intersections. Mr Lehmann advised that Community Consultation about the proposed pedestrian refuges was soon to commence. Once finalised the results of the consultation will be forwarded to TfNSW as part of the Traffic Management Plan.

### Recommendation

That the information be received.



**General Business****TC127/24 Mulwarree Avenue, Randwick – No Parking prohibition (C) (F2004/06847)**

Mr Lehmann informed the Committee that, given the conclusion of construction activities at 19-23A Mulwarree Avenue, Randwick, an adjustment to the current No Parking restrictions is required. He tabled the following diagram and sought endorsement from the Traffic Committee for the removal of the existing No Parking zone. He also sought endorsement of the installation of a new No Parking zone at the location indicated as a Proposed No Stopping zone in the diagram below.



**Resourcing Strategy implications**

The developer will cover all costs associated with this proposal.

**Recommendation**

That,

1. the existing No Parking zone on the western side of Mulwarree Avenue, Randwick, opposite no. 19-23A be removed, and
2. a new No Parking zone be installed on the eastern side of Mulwarree Avenue, Randwick, at the location adjacent to the subject site, indicated as a Proposed No Stopping zone.

**Urgent Matters OR Matters for Future Investigation****TC128/24 Expression of Gratitude to Councillor Olive (F2017/00585)**

Mr Ryan, Resident, reminded the Committee that, as Councillor Olive has indicated that he will not be seeking re-election, this will be his final Traffic Committee. Mr Ryan thanked Councillor Olive for the efforts he has made through the Traffic Committee processes and wished him well.

Mr Lehmann endorsed Mr Ryan's comments and thanked Councillor Olive for the support he has provided over his term within Council.

Councillor Olive humbly acknowledged the commendations given him.

**Recommendation**

That the expressions of gratitude provided to Councillor Olive are noted.

**TC129/24 Traffic Committee processes – No September 2024 Meeting (F2017/00585)**

Mr Lehmann reminded the Committee Members and attendees that, given the upcoming Local Government elections, there will be no Traffic Committee Meeting in September.

The next meeting will be at 9:30am on Tuesday 9th October, 2024.

**Recommendation**

That the information be received.

The meeting closed at 10:49am.