
Traffic Committee Meeting

Tuesday 10 December 2024



TRAFFIC COMMITTEE MEETING

Notice is hereby given that a Traffic Committee of Randwick City Council will be held via via MS Teams Online on Tuesday, 10 December 2024 9:30am

Any members of the community, wishing to make representations regarding a matter listed within the Traffic Committee Agenda, must email the Council (council@randwick.nsw.gov.au) at least 24 hours prior to the meeting. Details on how to join the meeting would then be provided. Additionally, if a prospective participant wished to make a PowerPoint (or similar) presentation to the Committee, such presentation must be emailed to the Council at least 24 hours prior to the meeting.

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 attend and 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.

Randwick Traffic Committee is a Committee of Randwick City Council. Accordingly, all participants are expected to comply with the Council's Code of Conduct. Details of the Code of Conduct can be accessed by [CLICKING HERE](#).

Please note that all Traffic Committee meetings are recorded.

Acknowledgement of Country

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples who occupied the Sydney Coast, being the traditional owners. On behalf of Randwick City Council, I acknowledge and pay my respects to the Elders past and present, and to Aboriginal people in attendance today."

Attendance and Apologies

Declarations of Pecuniary and Non-Pecuniary Interests

Matters Arising from the Minutes OR from Council Resolution

Items for Consideration

At this time the Chair will ask those present at the meeting to nominate those items about which they would like some discussion or elaboration.

The Recommendations on all other items, not so nominated, will then be put to the Committee for endorsement.

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General Business

(C) Coogee Electorate (M) Maroubra Electorate (H) Heffron Electorate

Tony Lehmann
MANAGER INTEGRATED TRANSPORT

Traffic Committee Report No. TC156/24

Subject: Traffic Committee meeting dates 2025

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.156	n/a	Traffic Committee	General	TL	No

In line with the arrangements over recent years, the Traffic Committee meetings through 2025 will be held at 9:30am on the second Tuesday of each month – except for January when no meeting is proposed.

For clarification the Traffic Committee meeting dates for 2025 are as follows:

January – no meeting proposed
11 February
11 March
8 April
13 May
10 June
8 July
12 August
9 September
14 October
11 November
9 December

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That the information is noted.

Attachment/s:

Nil



Randwick City Council wishes
you a safe and
happy holiday break!



Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/08223

Traffic Committee Report No. TC157/24

Subject: Avoca Street, Randwick (C) - P15 Minutes

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.157	SR672964	Signage Parking	Other (Time Limits or Solutions)	RM	Yes

The Emanuel School at 18-20 Stanley Street, Randwick NSW 2031, has requested the establishment of a five-car, 15-minute drop-off and pick-up zone adjacent to the school to assist parents/guardians who will deliver/collect their children from the pre-school. There is currently a school drop-off/pick-up zone with the restrictions “No Parking; 7:30am-9:30am, 2:30pm-4pm, School Days” along the school boundary on Avoca Street. Due to the high demand for the current school drop-off/pick-up zone, it is suggested to add five “P15min; 8am-9am, 2:30pm-3:30pm, School Days” spaces on the western side of Avoca Street, immediately north of the existing “No Parking; 7:30am-9:30am, 2:30pm-4pm, School Days” zone.

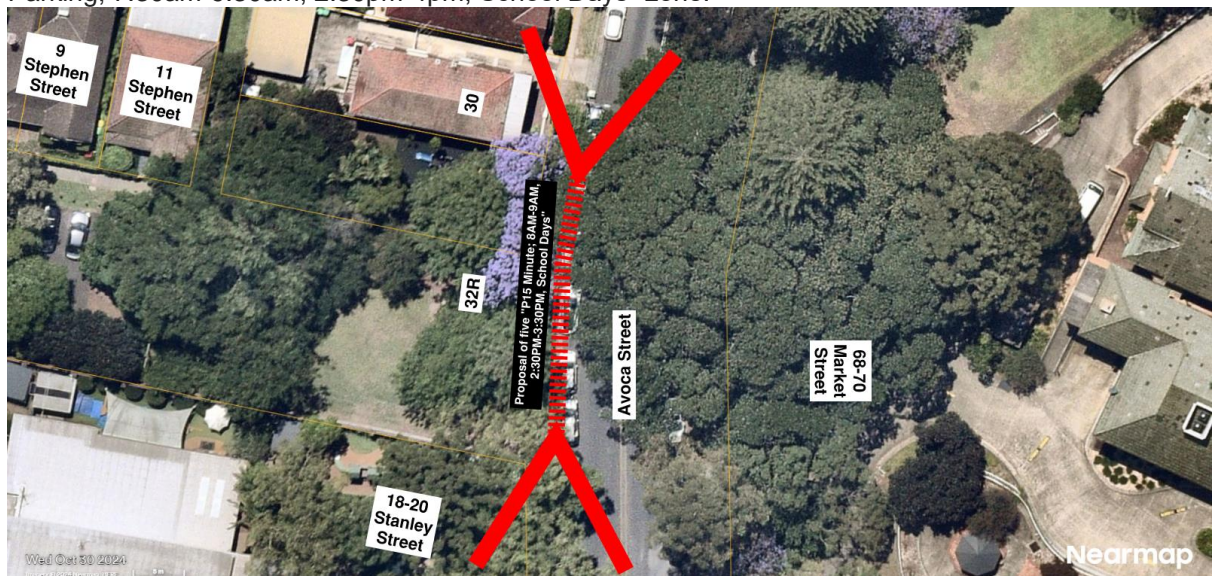


Figure 1: Proposal of five "P; 8am-9am, 2:30pm-3:30pm, School Days" on Avoca Street

Resourcing Strategy implications

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

Recommendation

That five spaces with “P 15min; 8am-9am, 2:30pm-3:30pm, School Days” restriction on the western side of Avoca Street be installed, at the frontage of 32R Avoca Street, Randwick NSW 2031.

Attachment/s:

Nil

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2004/07639

Traffic Committee Report No. TC158/24

Subject: Byrd Avenue, Kingsford (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.158	D05299284	Road Safety	Traffic Movement-One Way	DA	Yes

Kingsford East Precinct resolved at its May 2024 meeting that the Council investigate changing Byrd Avenue to be One-Way southerly, between Sturt Street and Anzac Parade, Kingsford. The concerns of a community member seem to be parking and issues turning left from Anzac Pde onto Byrd Ave.

To better understand the situation a seven-day traffic count was undertaken, in Byrd Avenue between Sturt Street and Anzac Parade in late October 2024.

Byrd Avenue between Sturt Street and Anzac Parade, Kingsford		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	161	57	104
	7 Day Average	118	52	96
Weekday Peak hour start	AM 08:00	21	7	14
	PM 05:00	26	8	18
Speeds: (km/h)	85th Percentile	32.5	30	33
	Average	24.3	22.7	25

Table 1: Traffic count data

The above data shows that currently the weekdays average traffic volume in Byrd Avenue is 65% in southerly direction and 35% in northerly direction of the combined flow. Making Byrd Avenue One Way southerly will impact the 35% northerly traffic flow and the surrounding streets will be greatly impacted by this change.

Notwithstanding the fact that TfNSW is responsible for changing any traffic flow, Council officers have concerns about changing the traffic flow from two way to one way direction at this time due to significant impact on the surrounding streets and would recommend to not support this change.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That:

1. The existing Two-Way traffic flow in Byrd Avenue, Kingsford, be retained.
2. The Kingsford East Precinct be notified about the Traffic Committee recommendation.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2024/00015

Traffic Committee Report No. TC159/24

Subject: Canberra Street and Oberon Street, Randwick (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.159	D05310912	Line marking	Edge Line	SW	Yes

Concerns have been raised by residents relating to the pedestrian refuge located on Canberra Street at the intersection with Oberon Street.

Noting that a wombat crossing at this location is listed on the future projects register, subject to priority and future funding applications, it is proposed to improve delineation and signage around this intersection as an interim measure.

The below figures detail the proposed changes in relation to improved delineation and changes to signage to improve visibility and warning of the pedestrian refuge for motorists.



Figure 1: Proposed Line Marking and Signage Changes on Canberra Street at Oberon Street



Figure 2: Proposed Signage Changes on Oberon Street



Figure 3: Proposed Signage Changes on Canberra Street

Resourcing Strategy implications

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

Recommendation

That the proposed line marking and changes to signage as detailed in the figures above be installed on Canberra Street and Oberon Street in Randwick.

Attachment/s:

Nil

Responsible officer: Shenara Wanigasekera, Transport Engineer

File Reference: F2004/07441

Traffic Committee Report No. TC160/24

Subject: Clovelly Road / Keith Street, Clovelly (C)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.160	D05505320 SR 705985	Intersection Safety	Painted Chevron	DA	Yes

Concerns have been raised about road safety at the Clovelly Road / Keith Street intersection. The most recent five years of crash data (July 2018 to June 2023) indicates that there have been no reported injury crashes at this intersection and that the intersection is performing well, from a road safety perspective.

This intersection is typified by a horizontal curve and there is a Bus Zone on the northern side of Clovelly Road west of Keith Street. Occasionally, sight lines for emerging Keith Street motorists are, as a result, compromised. Currently, the default Give Way controls at T-junctions applies in Keith Street at Clovelly Road.

Therefore, to improve the restricted sight distance for the Keith Street motorists, it is proposed to install painted chevron linemarking and bring forward a Give Way control line on Keith Street, at Clovelly Road, as per the concept plan shown below.

In addition, it is proposed that a 2.1m wide parking lane be installed between the eastern property boundary of 316-322 Clovelly Road up to the eastern property boundary of 306-312 Clovelly Road to provide a visual queue for westbound motorists.



Fig:1 Concept Plan for Painted Chevron and bring forward the Give Way control

Resourcing Strategy implications

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

Recommendation

That:

1. The chevron linemarking be installed on the northern side of Clovelly Road, 10m east and 10m west of Keith Street, Clovelly.
2. The Advanced Give Way control line marking be implemented to improve sightlines (as per the diagram detailed within the report).
3. A 2.1m wide parking lane be installed on Clovelly Road between the eastern property boundary of 316-322 Clovelly Road up to the eastern property boundary of 306-312 Clovelly Road, Clovelly.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2015/00395

Traffic Committee Report No. TC161/24

Subject: Dolphin Street and Arden Street - Coogee (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.161	D05187700	Pedestrian	Refuge	AL	Yes

In March 2023, the Council resolved:

RESOLUTION: (McCafferty/Neilson) That:

- a) Council officers undertake design investigations into the possibility of upgrading each of the three untreated splitter islands at the Arden Street/Dolphin Street roundabout, to pedestrian refuges; and
- b) the outcomes from this investigation be reported back via the Traffic Committee processes.

Following this resolution, a crash analysis was conducted, indicating that the intersection is performing well from a road safety perspective, despite significant traffic and pedestrian volumes.

In line with the Council resolution, investigations were undertaken to upgrade the existing splitter islands on the northern and western legs of the roundabout to compliant refuge island dimensions. A constraint identified is the location of the existing bus zone on the east side of Arden Street, just north (uphill) from the roundabout. According to Australian Standards, a 20-metre approach to the refuge island must be free of any obstructions to ensure pedestrian safety and adequate sight distance. This issue was discussed with the local bus operator, Transdev John Holland (TJH), and it was confirmed that the existing bus zone could be relocated further north to meet Australian Standards sight distance requirements.

This relocation will improve pedestrian safety by allowing pedestrians to better view approaching vehicles and motorists to better view pedestrians about to cross Arden Street.

However, as a result of the bus zone relocation, approximately 22 metres (4 car lengths) of time-restricted parking (1P – 9am to 10pm) on Arden Street will need to be removed, as indicated in Figure 1.

Another design constraint is the double barrier line (BB) required for the western refuge island. According to Standards, the BB line should be 30 metres long on approach to the splitter island/pedestrian refuge. This arrangement will result in significant kerbside parking loss. The main purpose of extending the double barrier line to 30 metres at refuges is to reduce the likelihood of motorists making U-turns near the refuge island, which can pose a safety risk in higher speed environments.

However, recent speed counts indicate low 85th-percentile and average speed measurements for eastbound traffic, recorded at 43 km/h and 35.5 km/h, respectively. For westbound traffic, the 85th-percentile speed and average speed are 41 km/h and 34 km/h, respectively. The combined 85th-percentile speed and average speed are 42 km/h and 35 km/h, respectively. Given that the combined 85th-percentile speed (42 km/h) is lower than the permitted speed limit (50 km/h), it is considered that the length of the double barrier line (BB) can be shortened to reduce the adverse impact on parking.

The following concept design and turning diagrams have been prepared for the Traffic Committee's consideration.

TC161/24

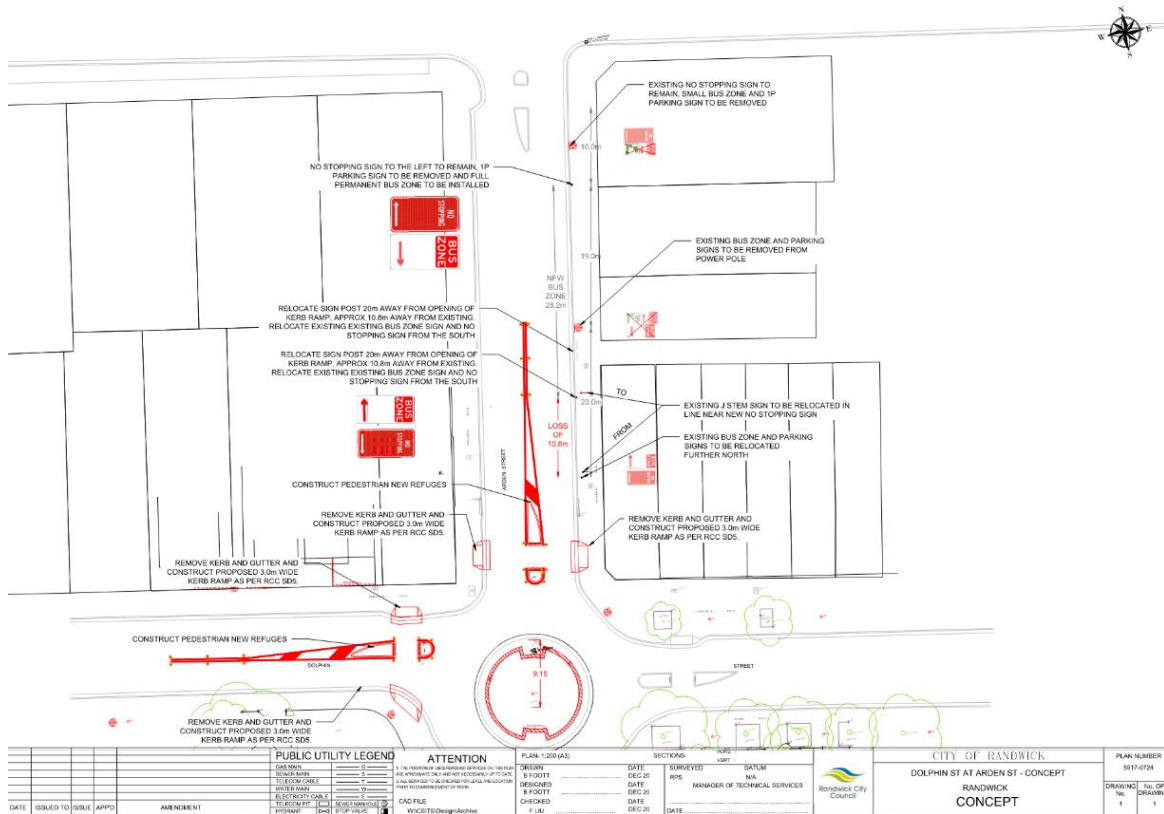


Figure 1: Proposed Refuge Islands and Parking Removal



Figure 2: Turning Diagram

Resourcing Strategy implications

Funding will be available for this project, under the Traffic Committee Works, allocation by the 2025/2026 financial year.

Recommendation

That:

- a) The proposed reconstruction of the northern and western splitter islands, at the Arden Street/ Dolphin Street roundabout, to pedestrian refuges, is endorsed, and
- b) The community be informed of the proposed changes to the splitter islands at the Arden Street/ Dolphin Street intersection.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2019/01152

Traffic Committee Report No. TC162/24

Subject: Henry Street and Ethel Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.162	D05518955	Resident Parking	2P Resident Parking	DA	Yes

A desktop review has been undertaken of the number of resident parking spaces versus the number of Resident Parking Permits issued for the existing resident parking zones in Henry Street and in Ethel Street, Randwick, which is part of the resident parking area known as RA11.

The review revealed that there is a slight disparity between the number of resident parking spaces available and the number of Resident Parking Permits issued. Accordingly, it is proposed that an additional nine resident parking spaces be installed, as detailed in the following table:

Henry Street & Ethel Street – Parking Permits issued/No. Resident Parking spaces

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
RA11	Henry Street	12	8	Extend the existing “2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted. Area RA11” parking control on the eastern side of Henry Street, for an additional four parking spaces, from the northern edge of the driveway of 19 Henry Street and continuing 22m northerly
RA11	Ethel Street	7	2	Extend the existing “2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted. Area RA11” parking control on the western side of Ethel Street, for an additional six parking spaces, from the northern property boundary of 24 Ethel Street and continuing 27m northerly

Resourcing Strategy implications

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

Recommendation

That:

1. The existing “2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted. Area RA11” parking control on the eastern side of Henry Street, be extended by an additional four parking spaces, from the northern edge of the driveway of 19 Henry Street and continuing 22m northerly.
2. The existing “2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted. Area RA11” parking control on the western side of Ethel Street, be extended by an additional six parking spaces, from the northern property boundary of 24 Ethel Street and continuing 27m northerly.
3. The affected residents be notified about the proposed extension.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2012/00032

TC162/24

Traffic Committee Report No. TC163/24

Subject: Market Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.163	D05106094	Signage, Parking	Angle Parking	DA	Yes

Toward the end of February this year, Council agreed to trial 90° angle parking on the north side of Market Street, east of Ethne Avenue, Randwick, for a six-month period. The objective of this arrangement was to increase parking supply in Market Street to cater for high parking demand.

After the six months trial, the Council has undertaken a survey of the affected residents and businesses to get their views if the angle parking arrangements be retained or not. The survey was sent out on 5 November 2024 and will closed on 5 December 2024. The notification to the residents and businesses was sent with the following statement:

Please examine the statement below and tick the box to indicate your preference:

<p>Are you in favour of retaining the current 90° parking arrangement on the north side of Market Street, Randwick, east of Ethne Avenue?</p> <p><i>(please indicate your response by placing a tick in one of the following boxes)</i></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>If you have any comments regarding this matter, please feel free to write them below.</p> <p>_____</p> <p>_____</p>
Name:
Address:

At the time of writing this report, twelve responses had been received, with ten responses in favour of retaining the angle parking and two responses opposed to retention of the angled parking arrangement. A detailed analysis of the survey will be tabled at the Traffic Committee meeting to be held on 10 December 2024.

Resourcing Strategy implications

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

Recommendation

That the Committee review the results of the community survey and determine its position on the possible retention of the angle parking arrangements within Market Street, Randwick.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2005/00750

Traffic Committee Report No. TC164/24

Subject: Mount Street and Carr Street - Coogee (C)

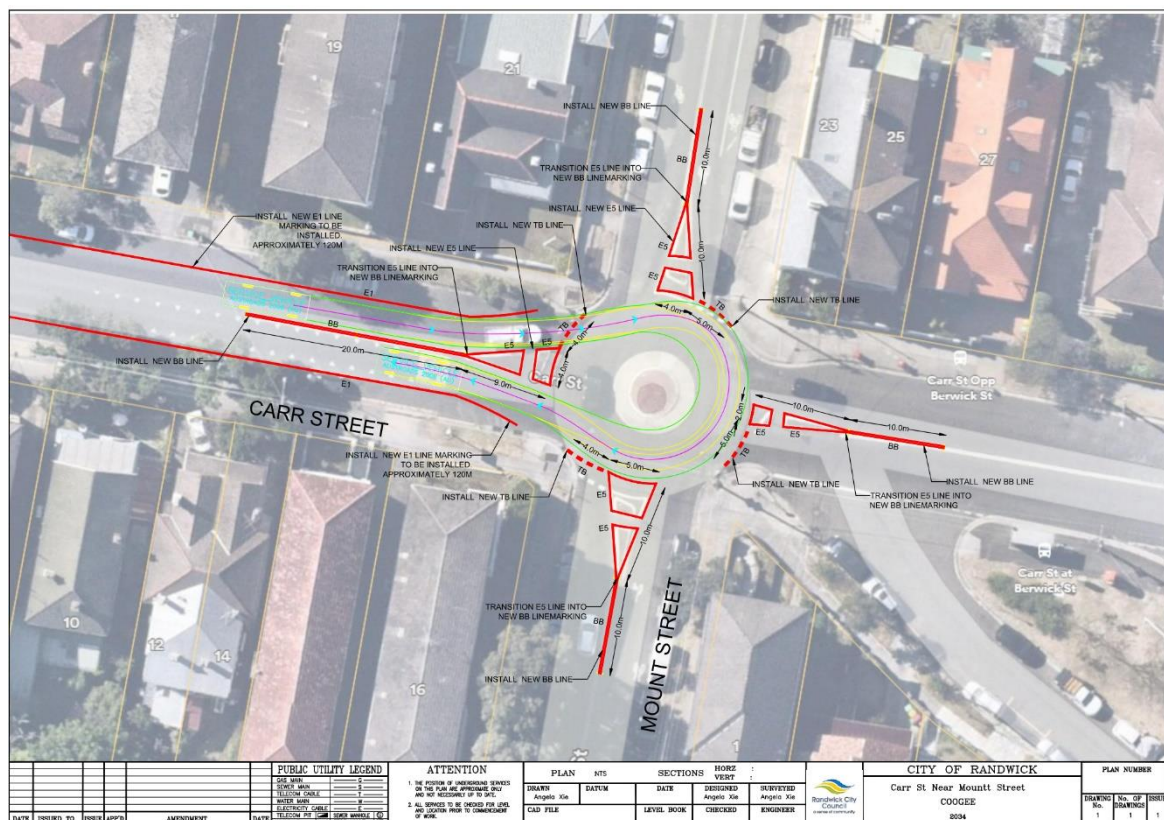
TC164/24

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.164	D05324875	Road Safety	Road Safety	AL	Yes

Concerns have been raised by the community regarding speeding and careless driving near the Mount Street and Carr Street roundabout. In response, Council engaged a traffic surveyor to conduct a speed count. Speed counters were installed on all legs of the roundabout.

Whilst the survey results indicate that the 85th-percentile speed, on all legs of the roundabout is below 50 km/h, concerns still remain regarding the behaviour of many motorists who seem not to slow down when approaching the roundabout. There have been only two reported crashes identified at this intersection, within the last five years of available data. One involved a 24 year old motorcyclist who ran off the road at the roundabout. The other involved a rear end crash between two cars when the road surface was wet.

In order to encourage better behaviour, it is proposed to improve the roundabout's line marking. This enhancement would likely improve safety and encourage motorists to be more attentive as they approach the roundabout. The concept plan below illustrates the proposed line-marking improvements for the roundabout. The plan demonstrates that the circulating lane of the roundabout has been reduced, which compels motorists to slow down. Additionally, the proposed parking lane line-marking clearly delineates the travel lane, thereby increasing motorists' awareness.



Resourcing Strategy implications

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

Recommendation

That, with regard to the intersection of Carr Street and Mount Street, the following actions be undertaken, as detailed within the enclosed diagram:

- a) The circulating lane of the roundabout be reduced by the proposed linemarking.
- b) The parking lane be painted for the western leg of the roundabout to enhance road safety.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2006/00050

TC164/24

Traffic Committee Report No. TC165/24

Subject: Pitt Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.165	D05259599	Signage, Parking	No Parking	DA	Yes

At its ordinary meeting on the 26 March 2023, the Council resolved:

RESOLUTION: (McCafferty/Neilson) that:

- a) Council officers and the Council's Traffic Committee examine traffic safety issues and emergency vehicle access issues in Pitt Street Randwick. This will involve assessing the feasibility of:
 - limiting Pitt Street parking to the western side of the street only with no parking on the eastern side of the street.
 - reporting back to Council on the results of consultations and options for addressing access and safety issues in Pitt Street Randwick; and
- b) the resultant reports should include consultation with the residents in the vicinity, consultation with NSW Emergency Services concerning access challenges of Pitt Street and consultation with Council's waste collection service providers concerning access challenges of Pitt Street.

Council Engineers met on-site with Randwick Fire Station officers on 28 May 2024 to discuss the emergency vehicle access issues within Pitt Street, Randwick. The Fire Station team assessed Pitt Street width and the accessibility issues in case of a fire emergency. They advised that they do not have any concerns about the current arrangements. They suggested that in case of an emergency, they would be able to reach the end of Pitt Street.

Currently "No Parking, 8am-12 noon, Thursday" restrictions are in place on the eastern side of Pitt Street between Alison Road and Albert Street, to assist with waste collection days. In addition, five residents parking spaces "2P, 8:00am-8:00pm, Mon-Sat, Permits Holders Excepted, Area RA2" are located on the western side of Pitt Street, north of Albert Street. Regarding the southern section of Pitt Street (between Albert Street and the cul-de-sac), the Fire Station team did not raise any concern about access, in the event of a fire emergency.

A survey was sent out to the residents of Pitt Street between Alison Road and Albert Street to gauge their views on changing the existing parking situation in Pitt Street. The residents were asked to provide their feedback on the statement as shown overleaf. The survey was sent out on 5 November 2024 and will close on 5 December 2024.

At the time of writing this report, eleven responses had been received; five responses were in favour of installing full time No Parking (3 respondents indicated that they preferred removal of parking from the west side, 2 respondents indicated the east side) and six respondents were in favour of the "No Change" option. A detailed analysis of the ultimate outcome of the survey will be presented at the Traffic Committee meeting to be held on 10 December 2024.

Resourcing Strategy implications

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

Below is a copy of the survey question distributed to residents:

Given the feedback provided by the local fire station, do you think that there should be changes to the parking arrangements in Pitt Street, from Alison Road to Albert Street?

YES NO

If you think that there should be parking changes to Pitt Street, from Alison Road to Albert Street, which of the following do you support?

Install fulltime No Parking along the eastern (Coogee) side of Pitt Street, from Alison Road to Albert Street

Install fulltime No Parking along the western (Randwick) side of Pitt Street, from Alison Road to Albert Street

Do you have any other comments?

Name:
Address:

Recommendation

That, the Committee review the full results of the community survey and determine its position on the parking arrangements along Pitt Street, Randwick.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2024/02312

TC165/24

Traffic Committee Report No. TC166/24

Subject: Resident Parking Scheme, Area RA7 (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.166	F2019/06846	Signage, Parking	Resident Parking	AL	Yes

As part of its regular review of the Resident Parking Scheme (RPS) and in response to residents' concerns, the operation of the RPS in northern Randwick has been examined.

In October 2024, the Council surveyed residents in the area known as RA7 to gauge community support for the introduction or extension of the RPS. Approximately 1060 residents received a letter about the survey, and 206 responses were received.

About the Survey

In October 2024, the Council sent a survey letter to around 1060 residences in the RA7 area of Randwick. Residents were informed about the online survey through a letter from Randwick City Council and could respond via the Council's Your Say Randwick website. A total of 206 residents participated in the survey.

Survey Findings

1. Eligibility

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

	Base	206 (100%)
How many vehicles does your household have? Please include company cars that are usually brought home	None	2(1.0%)
	One	88(43.0%)
	Two	83(40.0%)
	Three or more	33(16.0%)

The majority of households responding to the survey have one (43.0%) or two (40.0%) vehicles. Additionally, 16.0% of the responding households have three or more vehicles, while 1.0% have none.

	Base	206 (100%)
How many off-street parking does your household have access to?	None	76(37.0%)
	One	105(51.0%)
	Two	21(10.0%)
	Three or more	4(2.0%)

2. On-street Parking Access

All respondents with vehicles were asked about their experiences accessing on-street parking. 22% of respondents claimed that they never experienced problems accessing on-street parking, while 57% said they experienced problems both day and night.

TC166/24

RESIDENT PARKING SCHEME

RANDWICK - RA7



LOCATION DIAGRAM



RED BOX DENOTES LOCATION OF THIS PRODUCT



Base data (c) NSW Land and Property Information [LPI]
Addendum data (c) Randwick City Council 22/08/2018
Map produced by Randwick City Council
ResidentParking A4 PortraitMapBook 20180808.mxd

LEGEND

- Resident parking zone
- Resident parking area

RA7 Permit Holders are exempt from time limits in zones signposted with the following wording:
Authorised Residents Vehicles Excepted
OR
Permit Holders Excepted, RA7

Disclaimer:
Indicative location of resident parking zone.

Almost 17% of respondents claimed to experience problems finding on-street parking near their residence during nighttime.

How often, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	206 (100%)
	Never	46(22.0%)
	Daytime only	8(4.0%)
	Night Only	36(17.0%)
	Both Day & Night	117(57.0%)

The analysis of existing resident parking spaces in streets and areas voting preferences have been presented in the following table along with any recommended changes to parking arrangements.

Street-by-Street Results of Area RA7 and its proposed extension Resident Parking Survey					
Street	Voting		No. of existing resident parking spaces	No. of existing permits	Recommendation
	Yes	No			
Bligh Place	5	4	0	0	Install one Resident Parking space as per figure 1
Carrington Road	3	11	0	0	No change
Clovelly Road	10	8	0	2	Install 12 Resident Parking spaces as per figure 2
Dick Street	2	1	0	0	Install 3 Resident Parking spaces as per figure 3
Frenchmans Road	6	8	0	2	No change
Gilderthorpe Avenue	26	20	0	0	Install 19 Resident Parking spaces as per figure 4
Glebe Street	18	4	0	0	Install 15 Resident Parking spaces as per figure 5
Kemmis Street	0	2	8	2	No change
Ravenswood Avenue	8	12	0	1	No change
Roberts Avenue	6	12	0	0	No change
Roscrea Avenue	4	6	0	0	No change
Searle Avenue	6	1	10	11	Install one Resident Parking space as per figure 6

The Resident Parking Scheme will not be introduced on Carrington Road, Frenchmans Road, Kemmis Street, Ravenswood Avenue, Roberts Avenue, and Roscrea Avenue, as the majority of respondents opposed the proposal, as shown in the table above.

Conversely, the majority of respondents on Bligh Place, Clovelly Road, Dick Street, Gilderthorpe Avenue, Glebe Street, and Searle Avenue supported the Resident Parking Scheme. The figures below illustrate the proposed Resident Parking locations in these streets.

TC166/24



Figure 1: Bligh Place at cul-de-sac





Figure 2: Clovelly Road



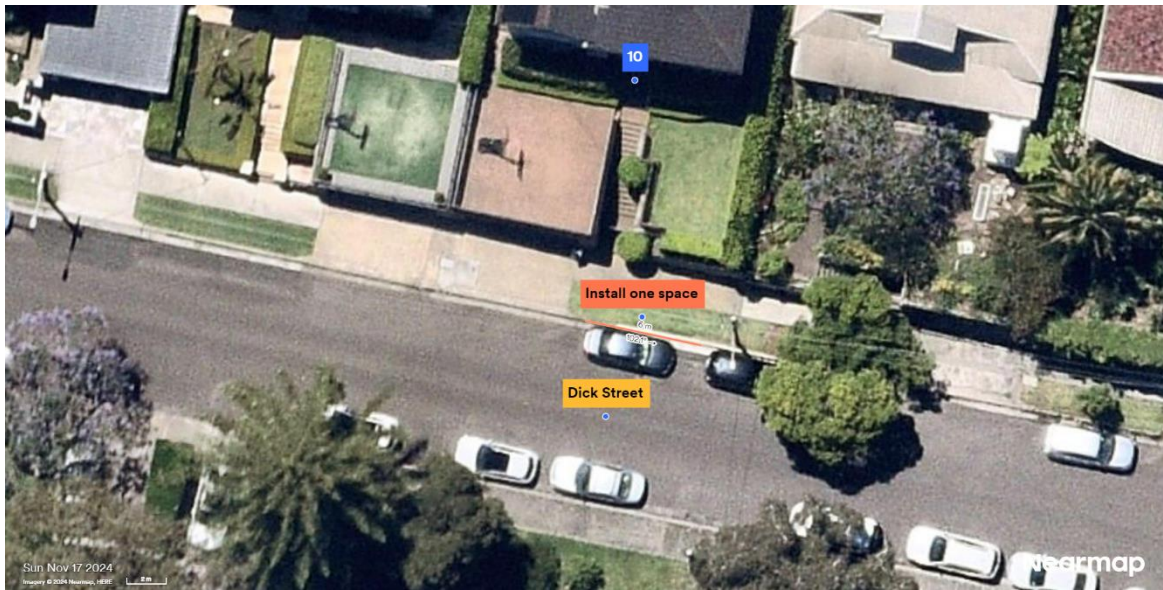


Figure 3: Dick Street





Figure 4: Gilderthorpe Avenue



TC166/24



Figure 5: Glebe Street



Figure 6: Searle Avenue

Resourcing Strategy implications

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

Recommendation

That, in response to the residents' responses to the Resident Parking survey in the area known as RA7, the following actions be undertaken:

- a) Install one Resident Parking space "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Bligh Place as per Figure 1.
- b) Install twelve Resident Parking spaces "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Clovelly Road as per Figure 2.
- c) Install three Resident Parking spaces "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Dick Street as per Figure 3.
- d) Install nineteen Resident Parking spaces "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Gilderthorpe Avenue as per Figure 4.
- e) Install Fifteen Resident Parking spaces "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Glebe Street as per Figure 5.
- f) Install one Resident Parking space "2P, 8am-8pm, Mon-Fri, Permits Area RA7" on Searle Avenue as per Figure 6.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2019/06846

Traffic Committee Report No. TC167/24

Subject: Bass Street, Kingsford - Speeding Concerns (H)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.167	D05269471	Road Safety	Speeding	SW	Yes

An item was previously submitted to the August Local Traffic Committee meeting held on 13 August 2024 regarding Bass Street in Kingsford. This item related to concerns raised by residents of Bass Street, between Anzac Parade and Sturt Street, Kingsford, regarding incidences of vehicles speeding.

Traffic counts were undertaken on 17 June 2024 for a seven-day period to determine the extent of the speeding issue and a summary of these counts are provided in the August Traffic Committee report. The data highlighted 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 was also conducted from the last 5 years (2019-2023) showing that there have been no recorded crashes 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 was not recommended.

Council receives a significant volume of requests for various traffic devices and treatments to improve safety. The Council actively carries out many road safety improvements across the road network each year, and as part of that process, community requests are all carefully noted and investigated. As Council has a finite budget, the allocation of resources and funds for such projects must therefore be carefully assessed and allocated on a priority basis.

During the discussion at the previous Traffic Committee meeting, the Police representative stated that if detailed traffic count data was provided to the police, consideration would be given to possible enforcement by the highway patrol.

The traffic data has since been provided to the Eastern Beaches Police Area Command. They have stated that Traffic Counts and the concerns will be passed on to the Highway Patrol for consideration. It is understood that Police generally triage speeding complaints based on priority. Their feedback regarding Bass Street were that the community concerns were not reflected or supported by the data.

Hence no further action is recommended at this stage.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That the Kingsford East Precinct be informed of the results of the survey and of the recommended outcome from the investigations into their concerns.

Attachment/s:

Nil

Responsible officer: Shenara Wanigasekera, Transport Engineer

File Reference: F2006/00101

Traffic Committee Report No. TC168/24

Subject: Duke Street, Kensington (H)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.168	D05512052	Resident Parking	2P resident Parking	DA	Yes

A desktop review has been undertaken of the number of resident parking spaces versus the number of permits issued for the existing resident parking zones in Duke Street and in Boronia Street, which is part of KN2.

The review revealed that there is a slight disparity between the number of resident parking spaces available in Duke Street against the number of resident permit holders. The residents of Duke Street between Anzac Parade and Boronia Street can use the residents parking zones in Boronia Street but since there is no resident parking zones available in Duke Street between Kensington Road and Balfour Road, therefore, the residents in this section of Duke Street need additional resident parking zones to be able to park their vehicles.

Therefore, it is proposed that an additional four resident parking spaces be installed, as detailed in the following table:

The analysis of the resident parking audit is presented in the following table.

Desktop Analysis – Duke Street & Boronia Street-Permits issued vs RPS zone in KN2.

Area Code	Street Name	No of Permits issued	No. of Resident Parking Spaces available	Comments / Proposal
KN2	Duke Street	19	11	Extend the resident parking zones by 4 spaces “2P, 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area KN2” on the northern side of Duke Street, starting from the western edge of the driveway of 29 Duke Street and continuing 10m westerly
KN2	Boronia Street	63	37	No extension required

Resourcing Strategy implications

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

Recommendation

That:

1. The extend the resident parking zones by 4 spaces "2P, 8:00am-8:pm, Mon-Sun, Permits Holders Excepted, Area KN2" on the northern side of Duke Street, starting from the western edge of the driveway of 29 Duke Street and continuing 10m westerly.
2. The affected residents be notified about the proposed extension.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2024/07866

TC168/24

Traffic Committee Report No. TC169/24

Subject: Sturt Street, Kingsford (H)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.169	D05395780	Road Safety	Pedestrian	DA	Yes

At the August 2024 Traffic Committee meeting, a further investigation into pedestrian safety at the intersection of Sturt Street and Paton Street, Kingsford, was recommended. The concerns raised pertained to pedestrian safety at the Sturt Street raised pedestrian crossing (installed in mid-2021) due to hasty right-turn movements undertaken by southbound Paton Street motorists at Sturt Street. It was suggested at the meeting that a possible solution to address these concerns could be the imposition of a right-turn ban, from Paton Street (southbound) into Sturt Street (eastbound), during school peak hours.

To better understand the traffic conditions at this site, a traffic count analysis was commissioned to assess vehicle and pedestrian movements between 19 November 2024 to 22 November 2024.

The results of the analysis will be presented at the Traffic Committee meeting with an appropriate recommendation.

Resourcing Strategy implications

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

Recommendation

That, the Committee be informed of the learnings arising from the completed traffic analysis and be advised of a recommended outcome.

Attachment/s:

Nil

Responsible officer: Dilruba Akhter, Transport Engineer

File Reference: F2006/00101

Traffic Committee Report No. TC170/24

Subject: Anzac Parade - median parking controls south of Kain Avenue, Matraville

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.170	F2019/00686	Signage Parking	No Parking	TL	Yes

At its meeting held on 26 November 2024, the Council passed a resolution to investigate long-term options for controlling random parking occurrences within the central island (median) of Anzac Parade, from Kain Avenue, Matraville, to Bunnerong Road, Philip Bay. This long-term action will involve the introduction of low-level fencing to restrict parking to the edge of the roadway. At appropriate locations, the introduction of angled parking bays may be considered. The implementation of these parking layout arrangements will be subject to funding and further reports to the Traffic Committee next year.

As an interim measure, it is proposed to manage irregular parking along this length of median island with the installation of a 'No Parking on the Grass' parking controls (at locations where a railing does not exist). Note that this proposal would not apply where existing carparks exist (e.g. at the Malabar shopping area).

Resourcing Strategy implications

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

Recommendation

That 'No Parking on the Grass' parking controls, be implemented along the full length of the Anzac Parade central median islands, from Kain Avenue, Matraville, to Bunnerong Road, Philip Bay, except where formal carparks currently exist.

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/07232

Traffic Committee Report No. TC171/24

Subject: Boyce Road, Maroubra (M) - Mobility Impaired Person's Parking Space (MIPPS)

TC171/24

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.171	SR688178	Signage Parking	Mobility Impaired Persons Parking Space	RM	Yes

To enhance access for mobility-impaired visitors and improve parking turnover to support local businesses, the following parking controls are proposed for the northern side of Boyce Road, Maroubra, east of Anzac Parade:

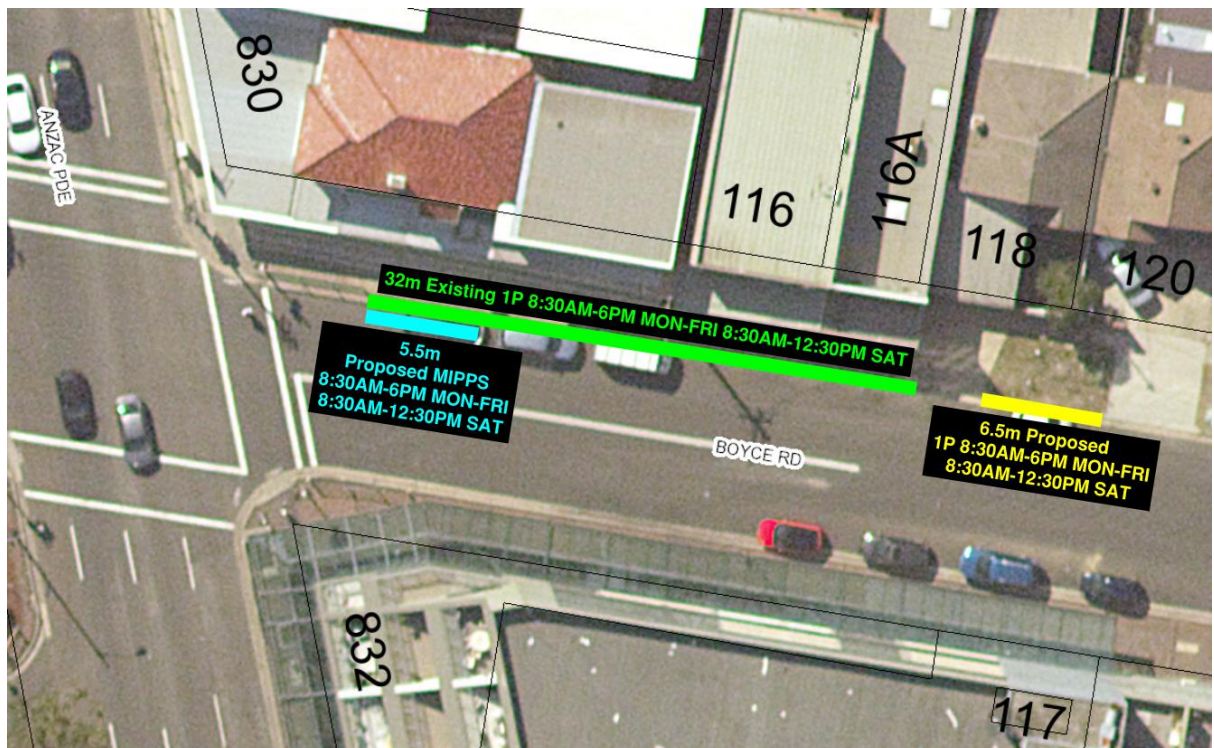


Figure 1: Proposed MIPPS on Boyce Road

Resourcing Strategy implications

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

Recommendation

That:

- The parking restrictions as per the following table be installed on the northern side of Boyce Road, east of Anzac Parade, Maroubra:

Boyce Road (northern side) measured east of Anzac Parade, Maroubra	
0m-10m	Existing No Stopping
10m-15.5m (15.5m-27m)	Proposed MIPPS 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (Existing 1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat)
30m-36.5m	Proposed 1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat

- The affected businesses and residents be informed of the proposed parking changes.

Attachment/s:

Nil

Responsible officer: Rasheeq Mahmood, Transport Technical Officer

File Reference: F2006/00432

TC171/24

Traffic Committee Report No. TC172/24

Subject: Electric Vehicles Charging Spaces - Various Streets - (All)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.172		Signage Parking	EV Parking	JLP	Yes

Background

The Council proposes to continue efforts in supporting the rapid increase of electric vehicles as per the *Eastern Suburbs Electric Vehicle Infrastructure Strategy 2023* (adopted by Council in 2023). As outlined in October 2024 Traffic Committee ([Traffic Committee Report No. TC140/24](#)), Council proposes to implement Round 2 of public electric vehicle charging station locations across the Randwick Local Government Area (in line with Waverley and Woollahra councils), through the [Public Electric Vehicle Charging Infrastructure program](#).

As part of Round 2, proposed chargers will be funded through the NSW Government Kerbside Charging Grants and will be installed, owned and managed either by the Regional Environmental Program Team (Council) or by private companies PLUS ES and EVX under licence. These private companies will also be responsible for the installation of Council approved linemarking and signage.

This round of chargers includes the following configurations of chargers:

- PLUS ES: 1 charger on a wooden Ausgrid street pole
- EVX: 2 chargers on a wooden Ausgrid street pole
- EVIE: 2 or more fast chargers in carparks and kerbside
- COUNCIL: 2 or more chargers in carparks and kerbsides

Round 2 of community consultation for 16 proposed public electric vehicle charging stations in the Randwick LGA has been completed. From this consultation, it is recommended that electric vehicle parking signage be installed at 14 of these sites. Further consultation for other EV charging sites (Round 3) is scheduled for November/December 2024.

Consultation

Council officers conducted a 28-day community consultation on the proposed public electric vehicle charging locations from 2 October 2024 to 29 October 2024. The consultation activities included installing signage at the proposed locations, distributing letters to nearby residents, and promoting the initiative online through eNews and social media. All communications directed residents to a 'Have Your Say' page, which was shared by Waverley, Woollahra, and Randwick Councils. This page featured an interactive map for residents to review the proposed locations and provide comments.

Council received 80 submissions via the 'Have Your Say' page, emails and phone calls. A summary of consultation results for each charger can be found in *Table 1 – Charging Station Locations*. Overall, Randwick received 40 supportive submissions and 40 unsupportive submissions.

Based on the feedback received, Council officers have made recommendations to Traffic Committee for each site to:

1. Install the proposed signage.
2. Not change signage.

Note that for some sites where changes to parking restrictions is not recommended, an alternative location has been suggested by the community. The community consultation for these alternative sites will take place in November/December 2024.

A summary of the consultation outcomes and recommendations can be found below in Table 1 – Charging Station Locations.

Parking Signage and Linemarking

The charging stations installed throughout Waverley, Woollahra and Randwick include a mixture of designated and undesignated charging spaces. Designated electric vehicle charging spaces include a charger, as well as parking signage and linemarking. These spaces are for electric vehicles only while charging. Some charging spaces, such as some of those provided by PLUS ES, are undesignated. Any vehicle, including non-electric vehicles, can park here. Consultation and Traffic Committee approval is only being undertaken for designated charging spaces as these include a change to parking rules.

The proposed electric vehicle parking signage and linemarking will be consistent with the previous Traffic Committee recommendations - endorsed EV parking signage code 'R5-1-12n' and the green EV stencil - to ensure that EVs occupy the parking space only while charging ([Traffic Committee Report No. TC140/24 \(8/10/24\)](#)). For fast DC charging spaces, green paint on the entire parking space is proposed to emphasize that the parking space is an electric vehicle only and to support the higher turnaround of EVs serviced.

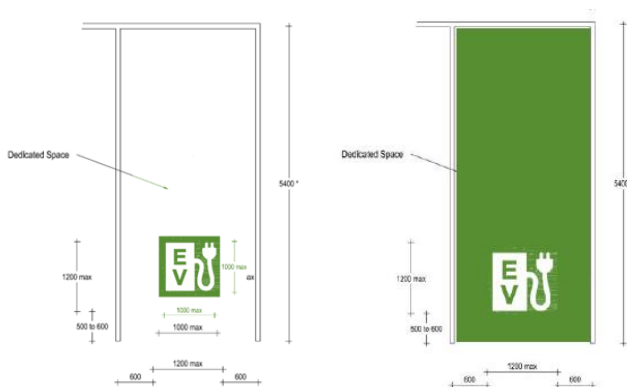


Image 1: Recommended Linemarking for AC (left) & DC (right) charging spaces.

The proposed parking changes are indicated within the tables on the following pages. In addition to the proposed EV chargers listed in the following tables, there are also approximately 40 additional sites where it is proposed to install single chargers on wooden telegraph poles by Plus ES, without any parking restrictions.

Of these Plus ES EV chargers, some of the “90 degree parking Rear to Kerb” parking spaces require parking restriction signage change to allow electric vehicles to park either front or rear to kerb. These locations are:

- 15 William Street, Randwick,
- 3 William Street, Randwick, and
- 176 Beach Street, Coogee.

It should be noted that Council reserves the right to require parking signage associated with the additional pole mounted Plus ES EV chargers, as proposed by Ausgrid. This is particularly important if issues arise concerning electric cables being stretched too far from the charger to the vehicle.

Table 1 - Charging Station Locations

Site Name	Nearest Street Address	Type	Consultation Supportive	Consultation Unsupportive	Existing Parking Restrictions	Proposed Parking Restrictions	Consultation Feedback	Traffic Committee Recommendation
Randwick - Mears Avenue	1 Mears Ave, Randwick NSW 2031.	EVX 2 x 22 kW AC street pole charging spaces	0	0	1P 8AM-6PM	4P EV Only 8AM-6PM	Location is alongside a commercial property with off-street parking. Close to shops and apartments. No consultation submissions.	Install the proposed parking restrictions for 2 charging spaces.
Kensington - Barker St	Opposite 15 Barker St, Kensington NSW 2033	EVX 2 x 22 kW AC street pole charging spaces	0	1	1P 8AM-8PM (Mon-Sun)	1P EV Only 8AM-8PM	Location is alongside a commercial property with off-street parking. Close to shops and apartments. One unsupportive submission about general issues with Council.	Install the proposed parking restrictions for 2 charging spaces.
Randwick - Cowper St	Opposite 85 Cowper St, Randwick NSW 2031	EVX 2 x 22 kW AC street pole charging spaces	2	2	5P 8AM-6PM (Mon-Fri)	5P EV Only 8AM-6PM	Location is adjacent to commercial property and near apartments. This site was suggested by residents in previous consultation rounds.	Install the proposed parking restrictions for 2 charging spaces.
Randwick - Frenchmans Rd (State Road)	Opposite 84 Frenchmans Rd, Randwick NSW 2031	PLUS ES 1 x 22 kW AC street pole charging space	3	0	Unlimited	4P EV Only 8AM-8PM	Location is adjacent to a local park and is near shops and apartments. As this is a State Road, Transport for NSW have given written approval to proceed with installation.	Install the proposed parking restrictions for 1 charging space.
Coogee - Neptune St	Opposite 13 Neptune St, Coogee NSW 2034	PLUS ES 1 x 22 kW AC street pole charging space	1	3	Unlimited, "90 deg. Angle parking - Rear to Kerb"	4P EV Only 8AM-8PM Remove "90 deg. Angle parking - Rear to Kerb"	Location is adjacent to a park and near many apartments. Community concerns were around parking issues. Proposed charger is one space amongst approximately 150 perpendicular parking spaces.	Install the proposed parking restrictions for 1 charging space.
Queens Park - Darley Rd	Opposite 221-251 Darley Rd, Randwick NSW 2031	PLUS ES 1 x 22 kW AC street pole charging space	5	4	Unlimited, "45 deg. Angle parking - Rear to Kerb"	4P EV Only 8AM-8PM, Retain "45 deg. Angle parking - Rear to Kerb"	Location is adjacent to Queens Park. This site received relatively even supportive and will service local apartments and visitors to Queens Park.	Install the proposed parking restrictions for 1 charging space.
Pioneers Park - Franklin St	3 Franklin St, Malabar NSW 2036	EVIE 4 x 75 kW DC charging space	2	0	Unlimited	2P EV Only 8AM-10PM	Location is adjacent to a park and amenities. There is high demand for a charger in this area and this is a well supported site. As this is a fast charger, it will service a lot of the Malabar area.	Install the proposed parking restrictions for 4 charging spaces
Maroubra Beach - Jack Vanny Reserve	13R Marine Parade, Maroubra NSW 2035	EVIE 2 x 75 kW DC charging space	2	0	4P 8AM-10PM	2P EV Only 8AM-10PM	Location is inside a Council carpark. This site is commonly requested by residents.	Install the proposed parking restrictions for 2 charging spaces.

Site Name	Nearest Street Address	Type	Consultation Supportive	Consultation Unsupportive	Existing Parking Restrictions	Proposed Parking Restrictions	Consultation Feedback	Traffic Committee Recommendation
Maroubra Junction - Anzac Pde Carpark (South)	Opposite 815 Anzac Parade, Maroubra NSW 2035	EVIE 2 x 75 kW DC charging space	2	0	1P 8.30AM-6PM (Mon-Fri), 8.30am-12.30pm (Sat)	1P EV Only 8.30AM-10PM	Location is in a Council carpark close to shops and apartments. A very suitable place for a DC charger and is supported by the community.	Install the proposed parking restrictions for 2 charging spaces.
Maroubra Junction - Anzac Pde Carpark (North)	Opposite 679-685 Anzac Parade, Maroubra NSW 2035	EVIE 4 x 75 kW DC charging space	1	0	1P 8.30AM-6PM (Mon-Fri), 8.30am-12.30pm (Sat)	1P EV Only 8.30AM-10PM	Location is in a Council carpark close to shops and apartments. A very suitable place for a DC charger and is supported by the community.	Install the proposed parking restrictions for charging spaces.
Kingsford - Anzac Pde Carpark	Opposite 437 Anzac Parade, Kingsford NSW 2032	EVIE 4 x 75 kW DC charging space	1	0	4P 9AM-5PM (Mon-Sat)	2P EV Only 8AM-10PM	Location is in a Council carpark along a main route in Randwick LGA. A very suitable place for a DC charger and is supported by the community.	Install the proposed parking restrictions for 4 charging spaces.
Kensington - Addison St	Opposite 4 Addison St, Kensington NSW 2033	EVIE 2 x 75 kW DC charging space	1	0	Unlimited	2P EV Only 8AM-10PM	Location is adjacent to a commercial property with off-street parking. Many apartments and shops nearby.	Install the proposed parking restrictions for 2 charging spaces.
Clovelly Beach - South Carpark	Bundock Park, Donnellan Cct, Clovelly NSW 2031	COUNCIL 2 x 22 kW AC charging spaces	8	0	Unlimited	4P EV Only 8AM-8PM, Remove "90 deg. Angle parking - Rear to Kerb"	Location is in a Council carpark close to a beach, amenities and a café. Site has been suggested multiple times by community and is strongly supported.	Install the proposed parking restrictions for 2 charging spaces, 1 parking space for the charger).
Clovelly Beach - Eastbourne Ave	8 Eastbourne Ave, Clovelly NSW 2031,	COUNCIL 2 x 22 kW AC charging spaces	6	5	Unlimited	4P EV Only 8AM-8PM	Location is adjacent to a park and beach. Strong support from community for this location, but concern from residents nearby (with off-street parking) about limited parking.	Install the proposed parking restrictions for 1 of the 2 charging spaces.
Randwick - King St	Opposite 67 King St, Randwick NSW 2031	EVX 2 x 22 kW AC street pole charging spaces	2	8	Unlimited	4P EV Only 8AM-8PM	Location is adjacent to a commercial property and is near apartments. Opposition from residents due to parking availability. An alternative site can be found nearby, such as the west end of King St.	Not recommended. Find alternative location.
Clovelly Shops - Fern St	102 Fern St, Clovelly NSW 2031	EVX 2 x 22 kW AC street pole charging spaces	2	15	Unlimited	4P EV Only 8AM-8PM	Location is adjacent to residential houses and apartments. Strong opposition from community due to parking concerns. An alternative location can be found.	Not recommended. Find alternative location.

Resourcing Strategy implications

There are no financial implications arising from this report. For Council-owned and operated chargers, the costs associated with the installation, maintenance, signage, and line marking of electric vehicle chargers are covered by the Council, with grant funding from the NSW Government.

For private companies EVX, PLUS ES, and EVIE Networks, the costs associated with the installation, maintenance, signage, and line marking of electric vehicle chargers will be covered by the installers. Additionally, these private charging companies will pay the Council an annual fee for each designated charging space.

Recommendation

That noting the community consultation processes undertaken, the proposed parking controls for the 14 identified electric vehicle charging stations (including signage and road markings) be installed.

Attachment/s:

Nil

Responsible officer: Jay Lee-Pieterse, Senior Sustainable Transport Officer

File Reference: F2012/00398

Traffic Committee Report No. TC173/24

Subject: Fitzgerald Avenue and Anzac Parade - Bicycle Safety (M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.173	D05265357	Bicycle Matters	Bicycle safety	LW	Yes

Community concerns were previously raised over the safety of cyclists on Fitzgerald Avenue east of Anzac Parade. These concerns related to vehicles parking across the bicycle lane forcing cyclists onto the travel lane and restricting forward visibility, particularly at the bend in Fitzgerald Avenue. To address these issues, new road marking and signage were proposed to reallocate road space, restrict illegal parking in the bicycle lane and improve forward visibility. These proposed changes were presented at the June 2024 Traffic Committee meeting (TC76/24).

A Road Safety Audit was carried out on the proposed design with recommendations to further improve cyclist safety. These changes were adopted and incorporated in the proposed design. The figure on the next page highlights these changes from the original design in yellow.

Resourcing Strategy implications

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

Recommendation

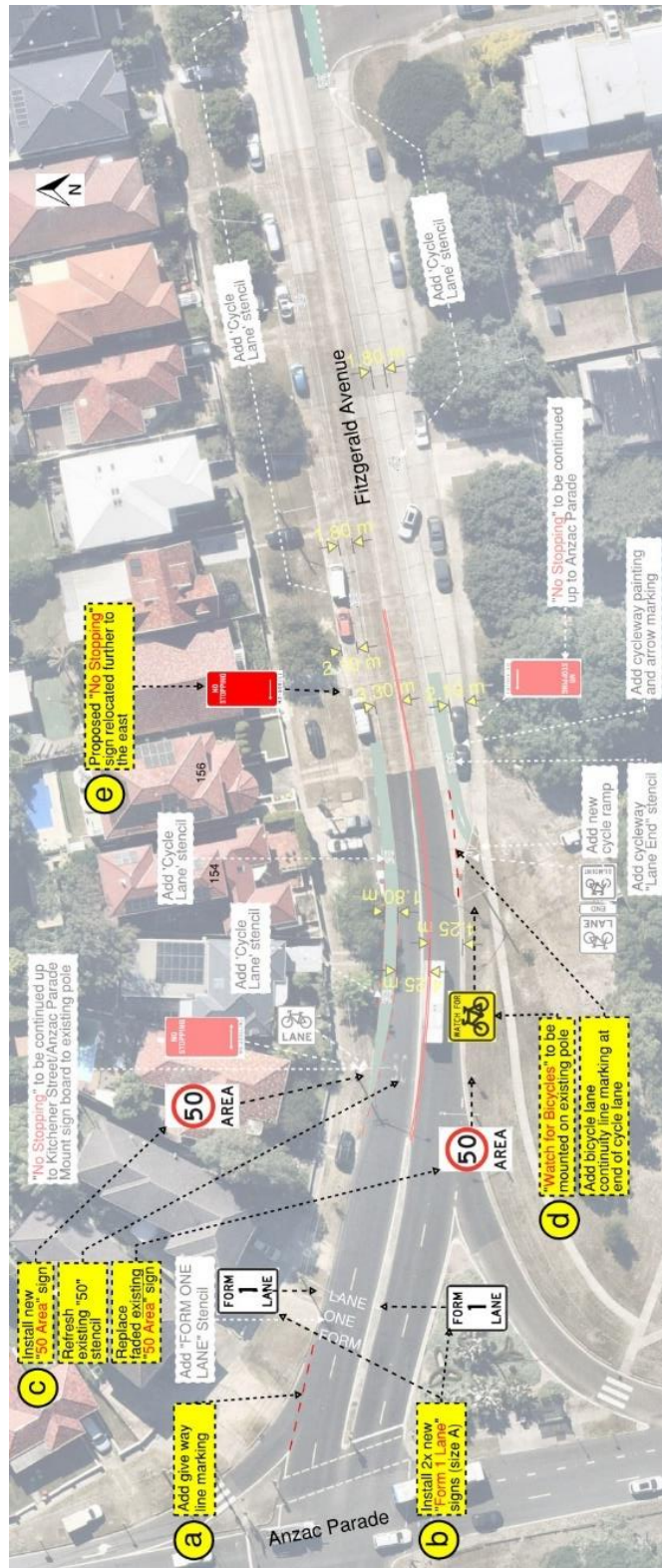
That, following a Road Safety Audit, the following amendments be incorporated into the design previously presented to Traffic Committee:

- a) Install give way line marking at the end of the eastbound slip lane from Anzac Parade on to Fitzgerald Avenue to indicate priority at the intersection and reduce the risk of crashes as vehicles merge.
- b) Install 2x 'Form 1 Lane' signs either side of the proposed 'Form One Lane' stencil line marking.
- c) Refresh the existing and faded "50" stencil line marking; install new "50 Area" sign on Fitzgerald Avenue (eastbound); and replace existing faded "50 Area" sign on Fitzgerald Avenue (westbound) to reinforce the speed change from 60km/h on Anzac Parade to 50km/h on Fitzgerald Avenue.
- d) Install new bicycle lane continuity line marking at end of westbound bicycle lane on Fitzgerald Avenue; and install new 'Watch for Bicycles" (symbolic) sign to alert motorists of potential cyclists merging with the traffic lane.
- e) Extend the 'No Stopping' zone by relocating the proposed 'No Stopping' sign from the frontage of 154 Fitzgerald Avenue to the frontage of 156 Fitzgerald Avenue to improve forward visibility and allow minimum widths for the bicycle lane.

Attachment/s:

Nil

(See diagram on following page)



Responsible officer: Lachlan Wood, Senior Sustainable Transport Officer

File Reference: F2006/00536

Traffic Committee Report No. TC174/24

Subject: Galvin Street, Maroubra

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.174	D05136162	Road Safety	Intersection Improvements	TL	Yes

On 12 December, 2023, following concerns having been raised by some Galvin Street residents the Traffic Committee recommended the signposting of two parking controls upon the southern side of Galvin Street, west of Flower Street, Maroubra:

1. The 10m statutory No Stopping prohibition, and
2. A 20m length of No Parking restriction westerly from the statutory No Stopping prohibition.

In March 2024, the Council received representations from a separate local resident, who expressed concerns about the extensive length of No Parking proposed. Subsequently, the matter was again put to the Traffic Committee (on 9 April, 2024) and the recommendation that the length of No Parking proposed for the southern side of Galvin Street, be reduced to 9 metres in length, was endorsed. It is understood that this signage arrangement was implemented in June 2024.

Since that time, strong concerns have again been raised by the original residents who consider that road safety is compromised as a result of the retention of the two car spaces on the southern side of the street.

Given the mixed views within the area it was considered appropriate to survey local residents to seek their opinions on the matter. A 'face to face' interview survey of premises with a frontage to Galvin Street, between Cooper and Flower Streets, was undertaken on 13 November 2024.

The results of the survey indicated that the majority of respondents were not in favour of retaining the current parking arrangements. They considered that the two parking spaces be removed. Given the majority views of the participants in the survey, it is considered that the nine metre long No Parking control along the southern side of Galvin Street, west of Flower Street, be extended eleven metres further west.

Resourcing Strategy implications

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

Recommendation

That a No Parking control be imposed upon the southern side of Galvin Street between points 10 metres and 30 metres west of Flower Street, Maroubra.

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2008/00166

Traffic Committee Report No. TC175/24

Subject: Hannan Street, Maroubra - Children's Crossing (M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.175		Road Safety	School safety	JLP	Yes

Concerns have been raised about pedestrian safety when crossing Hannan Street to access Mount Sinai College in Maroubra. Currently there is a small pedestrian refuge in the median to support pedestrian crossing movements, however, it has been noted that further improvements are required.

Accordingly, the current pedestrian movement around the school - during school peak periods - was examined, vehicular and pedestrian counts were undertaken, and possible improvements were considered.

On-site pedestrian counts were completed during the morning and afternoon school hours on 7 August 2024, between 8:00am to 9:00am and 3:15pm to 4:15pm to understand the number of pedestrians crossing Hannan Street. The number of pedestrians, including children, crossing in this area for both the AM and PM peak hours were high at 47 and 69 pedestrians, respectively, with more pedestrians crossing during the PM peak hour noted. The direction of the pedestrian crossings followed the expected pattern with more people heading towards the school in the AM and more people heading towards the park in the afternoon.

The prominent desire line that pedestrians take during the morning peak time was at the existing refuge and during the afternoon peak time was south of the school pedestrian entrance, towards Snape Park footpath, to either walk through or use the park's facilities. Multiple close calls between the pedestrians crossing westbound from School to the park and cars travelling in a northbound direction on Hannan Street were also observed.

To confirm the on-site pedestrian counts as well as the vehicular volume and speed, vehicular and pedestrian traffic counts were undertaken from 19 September 2024 to 25 September 2024. This resulted in the following data:

Pedestrian Volumes

Peak Hour Pedestrian Volumes	Direction of Travel		
	Eastbound	Westbound	Total
AM – 7:45am to 8:45am	23	4	27 (12 children, 15 adults)
PM - 2:30pm to 3:30pm	96	62	158 (105 children, 49 adults, 4 pram)

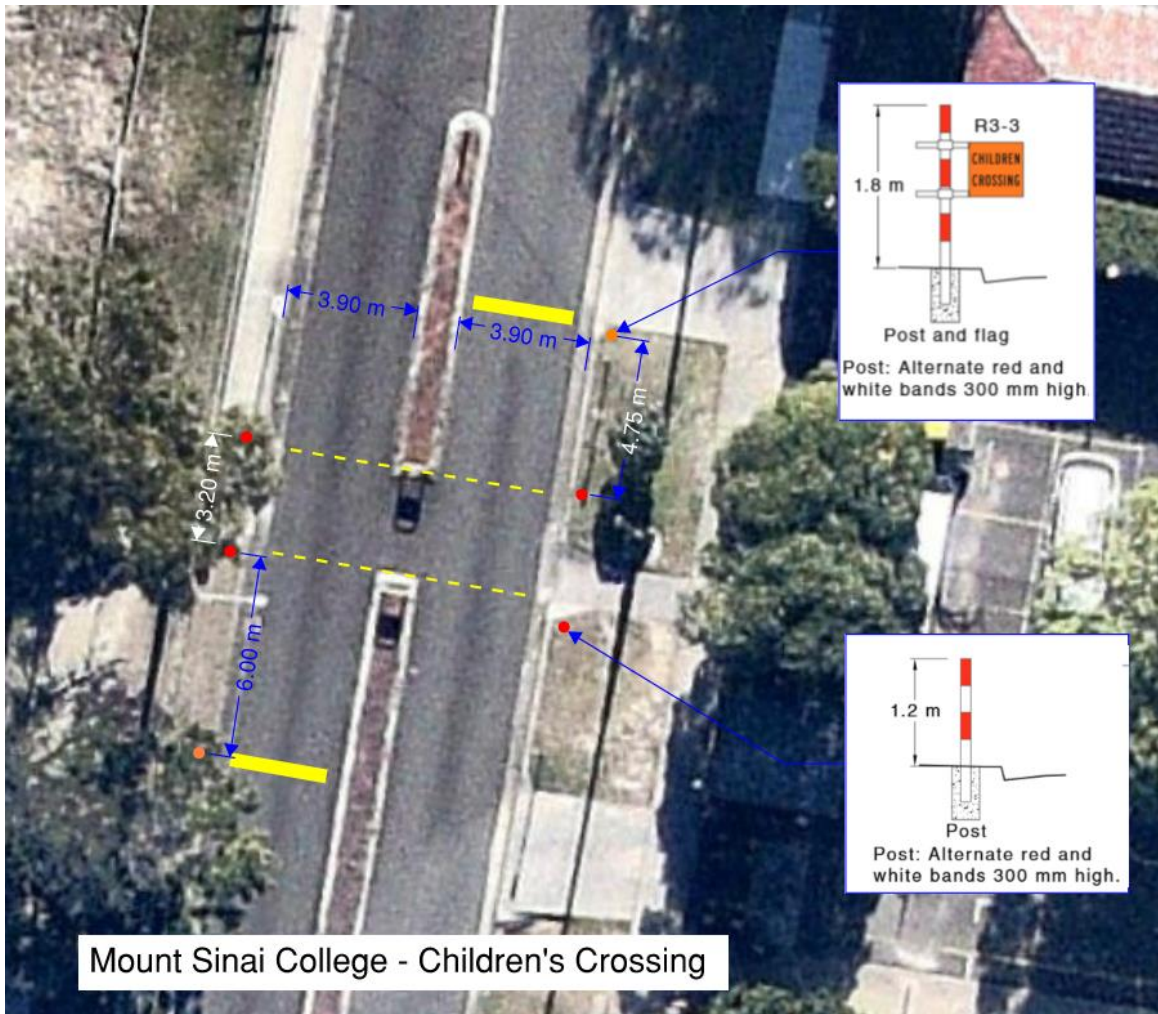
Vehicular Traffic Volumes

Hannan Street (at Runic Lane)		Direction of Travel		
		Combined	Northbound	Southbound
Traffic Volume (Vehicles/Day)	Weekdays average	2747	751	1995
	7 Day average	2499	686	1812
Weekday Peak Hour Volume	AM 8:00am – 9:00am	170	285	116
	PM 3:00pm – 4:00pm	254	63	193
Speeds (Km/h)	85th percentile	44	44	43
	Average	35	36	35
Speed %	% of vehicles > 50-60 km/h	0	0	0
	% of vehicles > 60 km/h	1.6	0.1	1.5
Classification %	% of commercial Vehicles (class 3-12)	3.5	3.8	3.2

Based on the above data, the Council's criteria for either a raised pedestrian (wombat) crossing and/or a children's crossing is satisfied:

- Raise pedestrian crossing (wombat) – a minimum of 20 pedestrians per hour crossing the road.
- Children's crossing - 20 or more children cross the road within 20m of the proposed crossing location and the vehicle flow during the same hour exceeds 50 vehicles per hour during any hour on a normal school day.

To improve the pedestrian crossing safety as soon as possible on Hannan Street for School children and families, it is proposed that a children's crossing be implemented at the existing pedestrian refuge, located in between the two driveways of the school as shown in the figure below. Linemarking and posts would be permanently installed and 'Children Crossing' warning flags would be displayed during the school drop-off / pick-up times by the school.



A Children's Crossing is a part time crossing that requires a school to install the red flags with "CHILDREN CROSSING" before and after school. Aside from these times, the facility would operate as a refuge.

In addition, once a Children's Crossing is installed, the school can submit an application to TfNSW under the School Crossing Supervisors Program for the site to be assessed for a school crossing supervisor. School principals can request a school crossing supervisor.

The Council will continue to consult with Mount Sinai College for the implementation of the children's crossing.

For a long-term solution, a raised pedestrian crossing is being investigated to better serve the school as well as the community.

Resourcing Strategy implications

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

Recommendation

That a Children's Crossing be implemented on Hannan Street, Maroubra, to improve the safety of pedestrians crossing - especially for the children and families of the nearby school.

Attachment/s:

Nil

Responsible officer: Jay Lee-Pieterse, Senior Sustainable Transport Officer

File Reference: F2004/08240

Traffic Committee Report No. TC176/24

Subject: Raymond Avenue and McCauley Street, Matraville (M)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.176	D05331479	Road Safety	Road Closure	AL	Yes

Following a request from Matraville Precinct, Council's Manager Integrated Transport, Tony Lehmann, met on-site with representatives of the Precinct and local residents to discuss a potential road closure of Raymond Avenue at its northern intersection with McCauley Avenue, Matraville. The objective is to restrict truck access to residential areas. Mr Lehmann advised them that a report detailing the processes involved with such a request would be presented at this Traffic Committee.

At the meeting, attendees were informed that Councils in NSW do not have the legal authority to divert traffic through measures such as road closures. Any such proposals require approval from Transport for NSW (TfNSW). To assess the feasibility and impact of the proposed changes, the following steps must be undertaken:

Step	Timeframe (approx.)	Status
Traffic Counts at three locations on Raymond Avenue	Start: 8 November 2024 End: 15 November 2024	Completed
Video traffic counts to collect the heavy vehicle traffic volume entering Raymond Avenue from McCauley Street	February to March 2025 Postponed until after January to account for typical traffic volume post-Christmas	Not yet commenced
Desktop analysis	February – March 2025 To be finalised after video counts receipt.	Not yet commenced
Consultation with local stakeholders (including local residents and local businesses)	March – April 2025 4 weeks as a general approach	Not yet commenced
Consultation and coordination with Transport for NSW (TfNSW)	April – May 2025 Timeframe dependent on TfNSW availability	Not yet commenced
Report the approved Traffic Management Plan to the Traffic Committee for members' consideration	Unknown at this stage	Not yet commenced

It should be noted that the above timeline may experience delays due to unforeseen events, such as inclement weather.

Additionally, Council has conducted an early assessment of the possibility of closing Raymond Avenue at its northern end and introducing a turning circle. However, due to the width constraints

of Raymond Avenue, the implementation of such a device was deemed very challenging. Further, more detailed, investigations will be undertaken.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

That,

1. The information be received; and
2. Matraville Precinct be informed of this proposed timeline.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2006/00657

TC176/24

Traffic Committee Report No. TC177/24

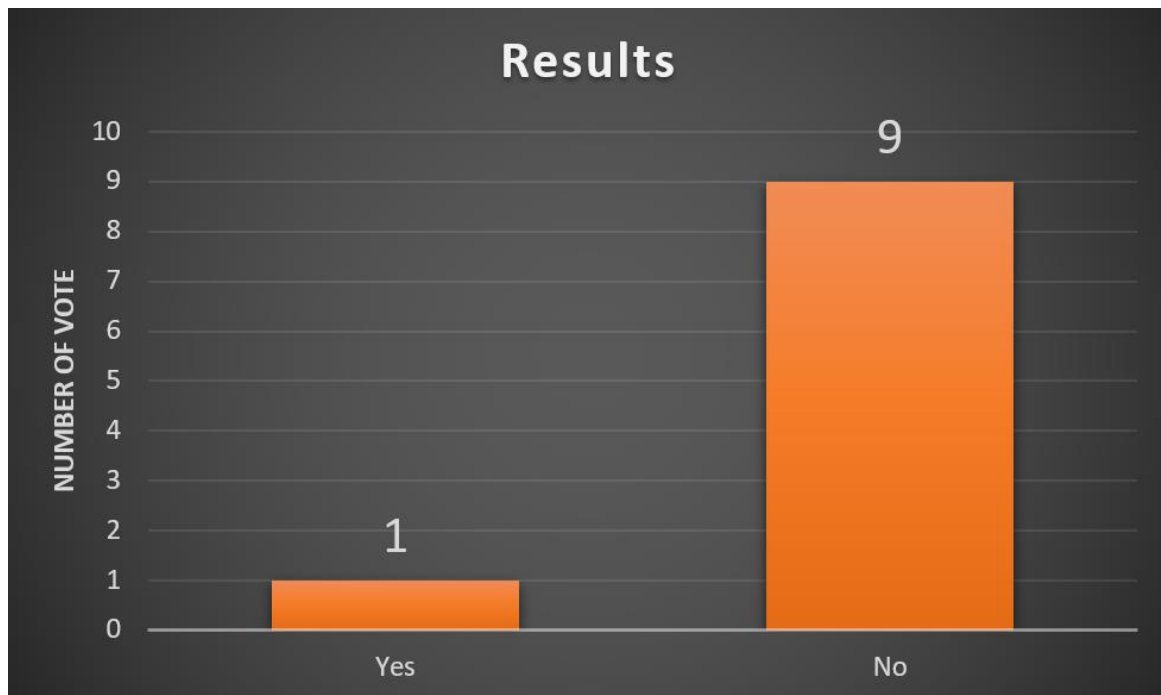
Subject: Yarra Road, Little Bay (M)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.177	700131	Signage Parking Control	No Parking	AL	Yes

The Council has received a request from a Yarra Road resident asking that Council reconsiders the restrictive night-time parking controls located on the northern side of Yarra Road, just south of the Yarra Recreation Reserve, as shown in the sketch plan below. Currently, the existing No Stopping restriction is in effect from 10:00pm to 3:00am. These signs were installed by the Council in response to a hooning issue raised by nearby residents in the past.



To assess the matter, Council consulted nearby residents to determine whether they supported the removal of the night-time parking restrictions. The bar chart below illustrates the feedback received.



Based on the results, 90% of residents opposed the removal of the existing night-time parking restrictions. As a result, the Council will retain the current signage, and the restrictions will remain in place.

Resourcing Strategy implications

There are no financial implications arising from this report.

Recommendation

Tha, given the community feedback, the existing night-time parking restrictions located on the northern side of Yarra Road, just south of the Yarra Recreation Reserve, be retained.

Attachment/s:

Nil

Responsible officer: Amir Lahouti, Transport Engineer

File Reference: F2024/00534

Traffic Committee Report No. TC178/24

Subject: Sense of Community Street Parties - Temporary Closures (All)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.178	D05527478	Event	Road Closure – Temporary	SW	Yes

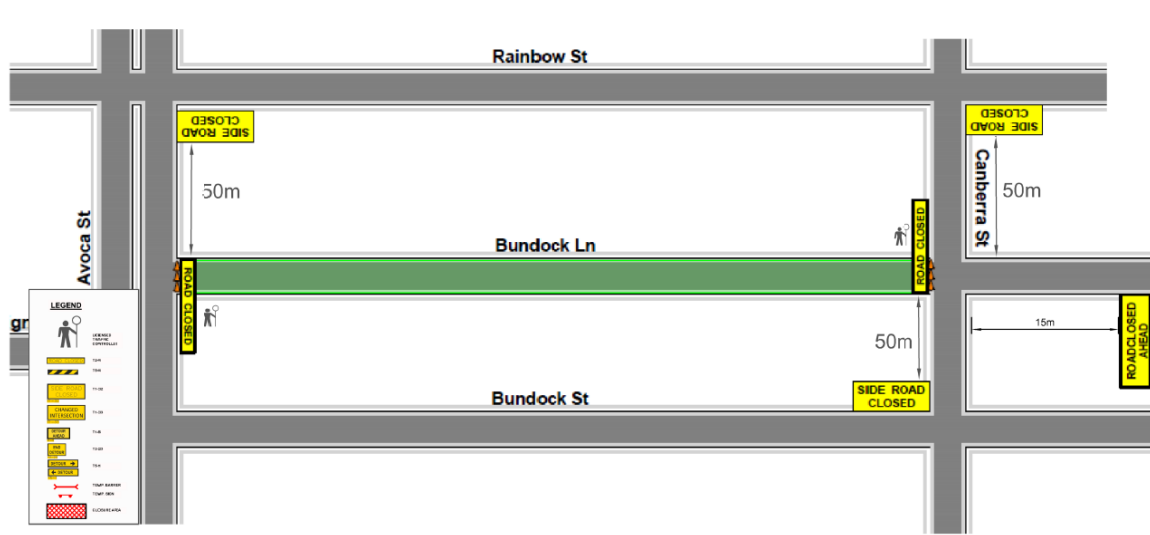
Further to the advice provided at last month's Traffic Committee meeting, additional requests have been received for the holding of neighborhoods street parties. As detailed in November's meeting, over the years the council has been assisting applicants by arranging, on behalf of the residents, all traffic control measures associated with the street parties.

Council has now received 15 applications for street parties this year. It is recommended that approval be granted for the temporary road closure of the streets outlined as per the following table. The Traffic Guidance Schemes (TGS) for each event is also included hereafter the table.

Item No.	Street	Suburb	Between	Day, Date of Event	Time of Event	References
1	Bundock Lane	Randwick (C)	Avoca Street & Canberra Street	Sunday, 17 November 2024	11:00 am - 16:00 pm	D05523959 - SW (AD)
2	Aboud Avenue	Kingsford (H)	Gardeners Road & Tresidder Avenue	Sunday, 8 December 2024	5:00 pm – 9:00 pm	D05509876 - SW (AD)
3	John Lane	Randwick (C)	John Street & 34-52 Alison Road (Phar Lap Gardens)	Saturday 14 December 2024	4:00 pm – 8:00 pm	D05525162 - SW (AD)
4	Farnham Avenue	Randwick (C)	Alison Road & 23 Farnham Avenue	Sunday, 8 December 2024	5:00 pm – 8:00 pm	D05519560 - SW (AD)
5	Brisbane Street	Chifley (M)	Eyre Street & Macquarie Street	Saturday 14 December 2024	5:00 pm – 11:00 pm	D05518262 - SW (AD)
6	Roberts Avenue	Randwick (C)	Frenchmans Road & Ravenswood Lane	Saturday 7 December 2024	1:00 pm – 7:00 pm	D05514319 - SW (AD)
7	Carey Street	Randwick (C)	Douglas Street & Carey Lane	Saturday 7 December 2024	4:00 pm - 7:00 pm	D05513876 - SW (AD)
8	Araluen Street	Kingsford (H)	Avoca Street & Paton Street	Saturday 30 November 2024	4:00pm – 9:00pm	D05510155- SW (AD)
9	Blackwood Avenue	Clovelly (C)	Boundary Street & Surfside Avenue	Sunday 1 December 2024	5:00pm – 9:00pm	D05526979- SW (AD)
10	Little Street	Maroubra (M)	Duncan Street & Nicol Avenue	Sunday 15 December 2024	5:00pm – 10:00pm	D05513948 SW (AD)

11	Stewart Street	Randwick (C)	Darley Road & Pine Street	Sunday 15 December 2024	3:00pm – 10:00pm	D05524790-SW (AD)
12	Byrd Avenue	Kingsford (H)	West of Lee Street	Saturday 21 December 2024	5:00pm – 10:00pm	D05524809-SW (AD)
13	Milroy Avenue	Kensington (H)	Sturt Street & Anzac Parade	Sunday 22 December 2024	4:30pm – 9:30pm	D05520091-SW (AD)
14	Market Street	Randwick (C)	Lenthall Street & Baker Street	Sunday 22 December 2024	12:00pm - 6:00pm	D05513948-SW (AD)
15	Holmes Street	Maroubra (M)	Garden Street & Cooper Street	Saturday 21 December 2024	2:30pm – 6:30pm	D05527405 SW (AD)

Traffic Guidance Schemes:



TRAFFIC GUIDANCE SCHEME (TGS): BUNDOCK LN STREET PARTY			SCALE:	NTS	
LOCATION:	Bundock Ln (between Avoca St and Canberra St)	DRAWN BY:	Rasheeq Mahmood	PREPARED ON:	18/11/2024
TGS TYPE:	Temporary road Closure (11AM - 4PM) SPEED: 50KPH	CERT NO.:	TCT1014903	ROL REF:	N/A
NOTES: <ol style="list-style-type: none"> All traffic control device(s) and placements are to comply with AS1743.2. Adjustments to this TGS may only be made by persons holding a valid Prepare a Work Zone licence recognised by SafeWork NSW. Cleanances for the positioning of all traffic control devices must be in accordance with AS1742.3 or current TBSW TCASWS. All signage is to be covered or removed at the end of each work shift unless stated otherwise. This plan must be implemented and supervised by SafeWork qualified person(s) (Traffic Controller (TC) and Implement Traffic Control Plan (ITCP)). 		EXPIRES:	17/11/2025	SITE CONTACT:	Randwick City Council 1300 722 542

Figure 1: Bundock Lane, Randwick (C) Traffic Guidance Scheme



TRAFFIC GUIDANCE SCHEME (TGS): ABOUD AVE STREET PARTY				SCALE:		NTS	
LOCATION:	Aboud Ave (between Gardeners Rd and Tressider Ave)	DRAWN BY:	Rasheeq Mahmood	PREPARED ON:	21/11/2024		
TGS TYPE:	Temporary road Closure (5PM-9PM) SPEED: 50KPH	CERT NO.:	TCT1014903	ROL REF:	N/A		
NOTES:	<ol style="list-style-type: none"> All traffic control devices and placements are to comply with AS1743.2. Adjustments to this TGS may only be made by persons holding a valid 'Prepare a Work Zone' license recognised by SafeWork NSW. Tolerances for the positioning of all traffic control devices must be in accordance with AS1742.3 or current TNSW TCAGS. All signage is to be covered or removed at the end of each work shift unless stated otherwise. This plan must be implemented and supervised by SafeWork qualified person(s) (Traffic Controller [TC] and Implement Traffic Control Plan [MPP]). 	EXPIRES:	20/11/2025	SITE CONTACT:	Randwick City Council 1300 722 542		

Figure 2: Aboud Avenue, Kingsford (H) Traffic Guidance Scheme



TRAFFIC GUIDANCE SCHEME (TGS): JOHN LANE STREET PARTY				SCALE:		NTS	
LOCATION:	John Lane (East of John Street)	DRAWN BY:	Rasheeq Mahmood	PREPARED ON:	21/11/2024		
TGS TYPE:	Temporary road Closure (4PM-8PM) SPEED: 50KPH	CERT NO.:	TCT1014903	ROL REF:	N/A		
NOTES:	<ol style="list-style-type: none"> All traffic control devices and placements are to comply with AS1743.2. Adjustments to this TGS may only be made by persons holding a valid 'Prepare a Work Zone' license recognised by SafeWork NSW. Tolerances for the positioning of all traffic control devices must be in accordance with AS1742.3 or current TNSW TCAGS. All signage is to be covered or removed at the end of each work shift unless stated otherwise. This plan must be implemented and supervised by SafeWork qualified person(s) (Traffic Controller [TC] and Implement Traffic Control Plan [MPP]). 	EXPIRES:	20/11/2025	SITE CONTACT:	Randwick City Council 1300 722 542		

Figure 3: John Lane, Randwick (C) Traffic Guidance Scheme

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Figure 4: Farnham Avenue, Randwick (C) Traffic Guidance Scheme



Figure 5: Brisbane Street, Chifley (M) Traffic Guidance Scheme



TRAFFIC GUIDANCE SCHEME (TGS): ROBERTS AVENUE STREET PARTY			N	SCALE:	NTS
LOCATION:	Roberts Avenue (between Frenchmans Rd & Ravenswood Ln)	DRAWN BY:	Rasheeq Mahmood	PREPARED ON:	21/11/2024
TGS TYPE:	Temporary Road Closure (1PM-7PM) SPEED: 50KPH	CERT NO.:	TCT1014903	ROL REF:	N/A
NOTES:	1. All traffic control devices and placements are to comply with AS1743.2. 2. Adjustments to this TGS may only be made by persons holding a valid 'Prepare a Work Zone' licence recognised by SafeWork NSW. 3. Tolerances for the positioning of all traffic control devices must be in accordance with AS1742.3 or current TNSW TCAWS. 4. All signage is to be covered or removed at the end of each work shift unless stated otherwise. 5. This plan must be implemented and supervised by SafeWork qualified person(s) (Traffic Controller [TC] and Implement Traffic Control Plan [MPP])	EXPIRES:	20/11/2025	SITE CONTACT:	Randwick City Council 1300 722 542

Figure 6: Roberts Avenue, Randwick (C) Traffic Guidance Scheme



TRAFFIC GUIDANCE SCHEME (TGS): CAREY ST STREET PARTY			N	SCALE:	NTS
LOCATION:	Carey St, Randwick (between Douglas St & Carely Ln)	DRAWN BY:	Rasheeq Mahmood	PREPARED ON:	21/11/2024
TGS TYPE:	Temporary road Closure (4PM-7PM) SPEED: 50KPH	CERT NO.:	TCT1014903	ROL REF:	N/A
NOTES:	1. All traffic control devices and placements are to comply with AS1743.2. 2. Adjustments to this TGS may only be made by persons holding a valid 'Prepare a Work Zone' licence recognised by SafeWork NSW. 3. Tolerances for the positioning of all traffic control devices must be in accordance with AS1742.3 or current TNSW TCAWS. 4. All signage is to be covered or removed at the end of each work shift unless stated otherwise. 5. This plan must be implemented and supervised by SafeWork qualified person(s) (Traffic Controller [TC] and Implement Traffic Control Plan [MPP])	EXPIRES:	20/11/2025	SITE CONTACT:	Randwick City Council 1300 722 542

Figure 7: Carey Street, Randwick (C) Traffic Guidance Scheme

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Figure 8: Araluen Street, Kingsford (H) Traffic Guidance Scheme



Figure 9: Blackwood Avenue, Clovelly (C) Traffic Guidance Scheme



Figure 10: Little Street, Maroubra (M) Traffic Guidance Scheme

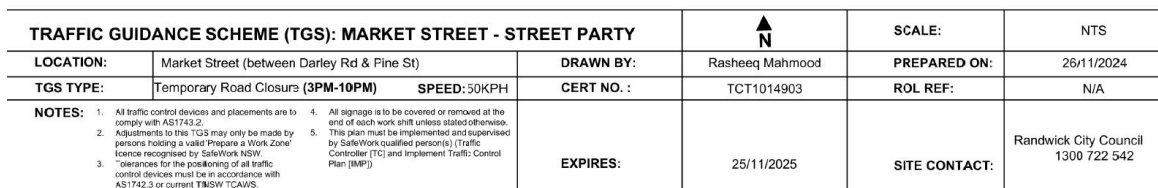


Figure 11: Market Street, Randwick (C) Traffic Guidance Scheme

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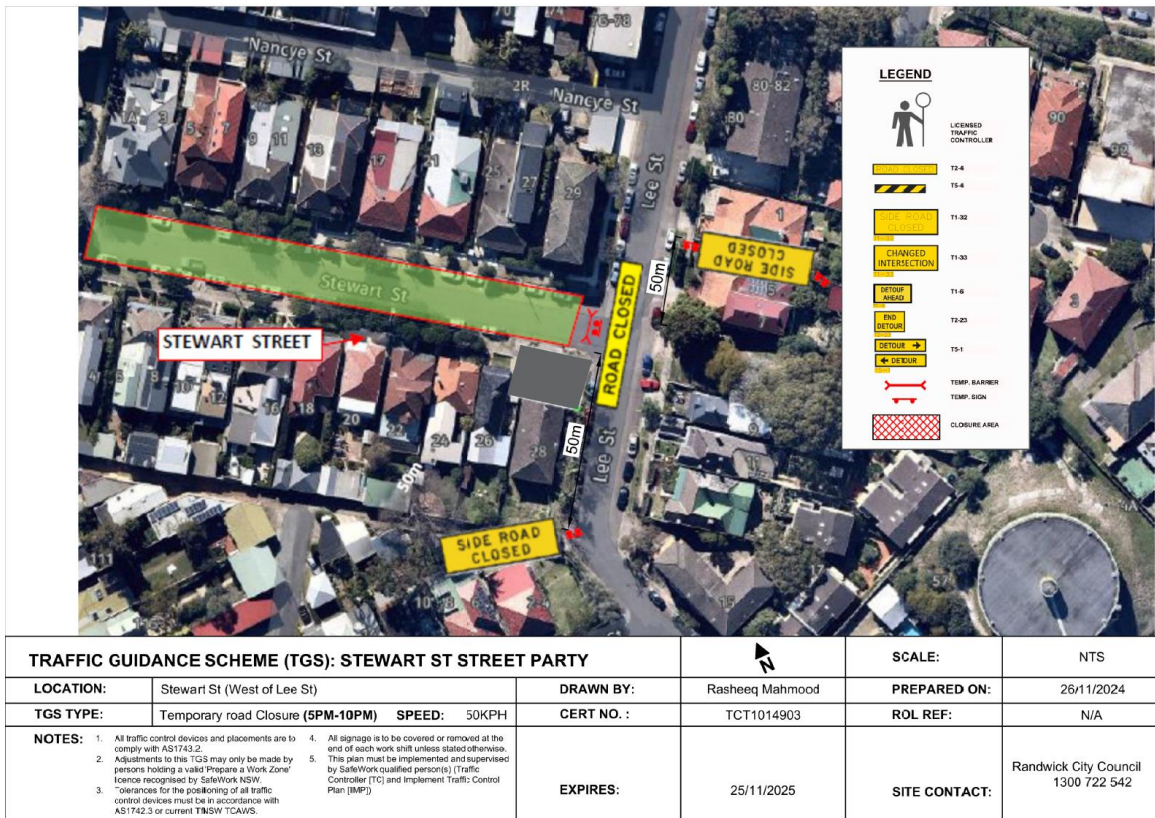


Figure 12: Stewart Street, Randwick (C) Traffic Guidance Scheme

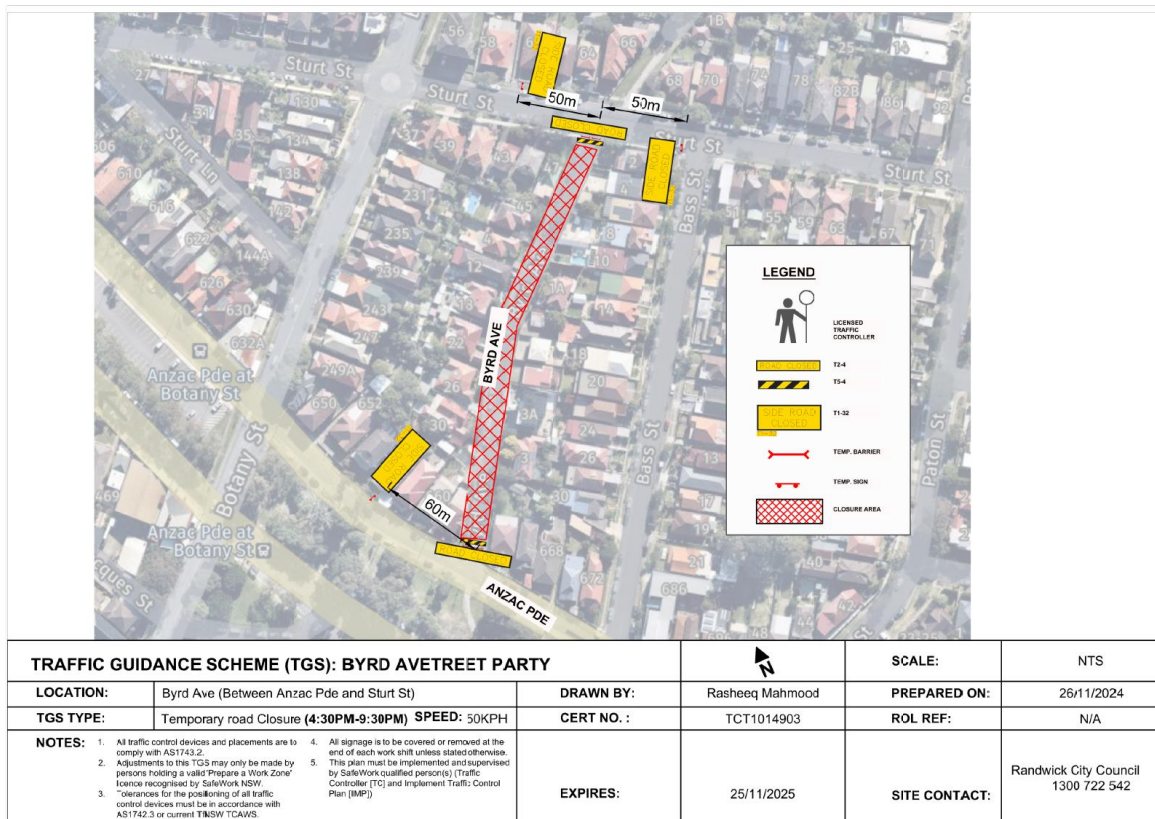


Figure 13: Byrd Avenue Street, Kingsford (H) Traffic Guidance Scheme



Figure 14: Milroy Avenue, Kensington (H) Traffic Guidance Scheme



Figure 15: Holmes Street, Maroubra (M) Traffic Guidance Scheme

Street Party Conditions:

The following standard conditions apply to the organizers of a Street Party:

1. The event is a private street party which is only open to the residents of the closed streets and their guests.
2. The traffic control associated with the temporary road closure of the closed street is implemented on the approved date for the approved times ONLY.
3. The event organizer is to be in regular contact with Council's authorised traffic controller(s), be in possession of the TGS prepared by Randwick Council and be in possession of this approved letter.
4. That all attendees comply with the TGS prepared by Randwick Council.
5. That noise generated by the street party is controlled in accordance with the Protection of the Environment Operations (Noise Control) Regulation 2000.
6. That all attendees comply with the directives of Council staff and the NSW Police.
7. The area and all facilities must be maintained in a clean and tidy condition, and the area/facilities must be thoroughly cleaned up immediately after the activity, to the satisfaction of Council.
8. The Council expressly reserves the right in its absolute discretion to refuse to accept any engagement and the Council shall not be liable in any way for any loss or damage or otherwise in consequence of the exercise of this right.
9. All engagements are accepted conditionally upon compliance by the hirer with requirements of the Local Government Act and any other relevant Act or Regulation.
10. The hirer hereby grants the Council an indemnity and releases Council from all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, claims for compensation and the like for which Council may become liable in conjunction with injury, damage or accidental death neglect or default or the neglect or default of any other person in connection with use of the street.
11. Children must be always supervised by an Adult.
12. Should you wish to sell or supply alcohol you may require a Liquor License under the Liquor Act 2007 or for further information, please contact Liquor and Gaming NSW on 1300 024 720.
13. The consuming of alcohol must be compliant with the street signage. For example, no serving or drinking of alcohol can occur in designated "Alcohol-Free Zones".
14. A First Aid Kit must be made available, always.
15. All electrical cords must be kept away from walking areas.
16. Non-compliance with any of the abovementioned conditions will result in immediate cancellation of the approval.
17. Council approval only covers the area of road reserve, not private property. No liability extends to privately-owned land.

Resourcing Strategy implications

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

Recommendation

That the proposed road closures at the locations and times shown in the table within the report are approved for implementation, as per the Traffic Guidance Schemes.

Attachment/s:

Nil

Responsible officer: Shenara Wanigasekera, Transport Engineer

File Reference: F2004/07160

Traffic Committee Reports No. TC179/24

Subject: Minor Signage Items - Parking and Regulatory (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.179	F2014/00528	Signage, Parking		TL	Yes

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

No.	Location	Proposal	Comments
1.	Addison Street, Kensington (H), (D05430269 – HL) (AD)	Install 'No Parking, 8:00am–9.30am & 2.30pm–4.00pm, School days only' on the southern side of Addison Street, Kensington, opposite Balfour Street, starting at the existing No Stopping arrow right stem and continue to the eastern edge of OLSH school driveway, Kensington.	To address safety concerns during drop off and pick up at school times.
2.	Addison Street, Kensington (H), (D05264579 – AB) (AD)	Install 'No Parking, Council Authorised Car Share Vehicles Excepted' on the northern side of Addison Street at the side frontage of 54 Addison Street, Kensington.	Relocating the existing space due to the car park being utilised as a work zone.
3.	Kensington Road, Kensington (H) (D05430269 – HL) – (AD)	Change existing School No Parking restriction to a 'No Stopping, 8am-9.30am & 2.30pm, School days only) on the eastern side of Kensington Road between Addison Street and Grosvenor Street in front of the school fence to the north of the pedestrian crossing.	To address safety concerns during drop off and pick up at school times.
4.	Canberra Street, RANDWICK (C) (SR705226-RM) (AD)	Modify the hours of operation at the existing timed restricted "Mobility Impaired Person's Parking Space (MIPPS) 8:00am-6:00pm, Mon-Sun" to full-time at the frontage of 15 Canberra Street, Randwick NSW 2031.	The original applicant has advised that he now requires a full-time MIPPS due to his medical conditions.
5.	Duncan Street, MAROUBRA (M) (SR704342-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS) 8:00am-6:00pm, Mon-Sun" on the eastern side of Duncan Street, at the frontage of 17 Duncan Street, Maroubra NSW 2035.	To assist eligible mobility impaired resident park close to their property.
6.	Wentworth Street, RANDWICK (C) (SR691756-RM) (AD)	Install 5.5m "P35 Minutes" on the western side of Wentworth Street, at the frontage of 2 Wentworth Street, Randwick NSW 2031.	To ensure frequent turnovers from public and to allow the resident of 2 Wentworth Street with MPS permit to park all day. <i>*(pending submission of appropriate medical certificate)</i>
7.	Howell Avenue, MATRAVILLE (M) (SR702270-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the northern side of Howell Avenue, at the frontage of 26 Howell Avenue, Matraville NSW 2036.	To assist eligible mobility impaired resident park close to their property. <i>*(pending submission of appropriate medical certificate)</i>
8.	St Luke Street, RANDWICK (C) (SR703166-RM) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the eastern side of St Luke Street, at the frontage of 1 St Luke Street, Randwick NSW 2031.	To assist eligible mobility impaired resident park close to their property. <i>*(pending submission of appropriate medical certificate)</i>

No.	Location	Proposal	Comments
9.	Melody Street, COOGEE (C) (SR632129-RM) (AD)	Remove 5.5m "P35 Minutes" on the western side of Wentworth Street, at the frontage of 2 Wentworth Street, Randwick NSW 2031.	P35 Minutes is no longer required.
10.	Bernie Kelly Drive, MAROUBRA (M) (ITD-RM) (AD)	Install "90° Angle Parking, Vehicles Under 6m Only" signs along the eastern and western sides of Bernie Kelly Drive, Maroubra NSW 2035 between Fitzgerald Avenue and the "Restricted Parking Areas" zone of the South Maroubra Surf Life Savings Club carpark.	To support the line marking and reinforce the angled parking restriction.
11.	Bay Street, COOGEE, (C) (D05319162-DA) (AD)	Extend the existing Resident Parking Scheme (RPS) "2P, 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area CO6" located in front of 20A Bay Street by another two spaces starting at the existing arrow Right RPS sign and continue 11m westerly.	To accommodate the current permits holders in Bay Street, Coogee.
12.	King Street, RANDWICK (C) (SR 700531-DA) (AD)	Reduce the existing 15m long No Stopping restrictions located on the south side of King Street at William Street by 5m westerly to create one parking space.	The mandatory 10m No Stopping restrictions will still be fulfilled as Kerb extension was built during the installation of angle parking in William Street, Randwick.
13.	Maroubra Road, MAROUBRA (M) (SR 697463-DA) (AD)	Extend the existing Bus Zone (Arrow Right) located on the northern side of Maroubra Road at the frontage of 416 Maroubra Road by 2m westerly up to the eastern edge of the driveway of 416 Maroubra Road property.	The small space between the bus zone and the driveway is often parked out and blocking resident's driveway. This extension has been proposed following an email confirmation from Bushara Gidies, the representative of Transdev John Holland.
14.	Coogee Bay Road, COOGEE (C) (D05507344-DA) (AD)	Rescind the February 2023 Traffic Committee approval for <i>the Installation of "2P, 8:30am-6:00pm", north side of Coogee Bay Road, Coogee</i>	The businesses requested to retain the current parking restrictions "2P, 8:30am-8:00pm"
15.	Mount Lane, COOGEE (C) (SR 622323-DA) (AD)	Reduce the existing No Stopping restrictions located on the western side of Mount Lane by 2.5m northerly towards Powell Lane, Coogee.	To create an additional parking space between the existing No Parking sign and the No Stopping sign.
16.	Robey Street, MAROUBRA (M) (D05429755 – RK) (AD)	Install 90m No Parking restriction on the eastern side of Robey Street, south of Wise Street, Maroubra.	To prevent cars from compromising the available street width when parked along the un-kerbed eastern length of Robey Street.
17.	Jersey Road, MATRAVILLE (M) (D05517013 – RK) (AD)	Install "Mobility Impaired Person's Parking Space (MIPPS)" signage at the existing MIPPS indicated only by painted logos, opposite 5 Jersey Road, Matraville.	To install signage that reflects the existing logo-identified parking restrictions for the MIPPS.
18.	Bass Street, KINGSFORD (H) (ITD – SW) (AD)	Convert Give Way control to Stop Control with Stop Line and Stop Signs at north and south legs of Bass Street at	To address limited sight distances at the intersection.

No.	Location	Proposal	Comments
		the intersection with the south-east carriageway of Anzac Parade.	
19.	Perry Street, MATRAVILLE (M) (SR-665821-DA) (AD)	Install "No Stopping, 7:00am-9:00am, Mon-Fri" on the southern side of Perry Street, east of Beauchamp Road between the existing No Stopping Arrow Right sign and the eastern edge of 5 Perry Street driveway.	To improve left turning flow from Perry Street into Beauchamp Road as parked cars during morning peak impacts the left turning flow.

Resourcing Strategy implications

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

Recommendation

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

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2014/00528

Traffic Committee Report No. TC180/24

Subject: Works Zone - Installation and Removal of Signage (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.180	F2021/00658	Signage	Works Zone	LB	Yes

Construction sites often involve the use of trucks, cranes and other large vehicles. Without special parking provision, the positioning of such vehicles, close to these sites, can cause significant problems for local residents or businesses. It is for this reason that the Council requires the creation of Works Zones at construction sites. Once the project is completed the Works Zone is removed (see Works Zone Conditions of Use detailed elsewhere within this document).

Accordingly, it is recommended that Works Zones be installed, or removed, at the locations detailed within the following table:

Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	Bream Street, Coogee (C)	S	13m	76 Bream Street, Coogee NSW 2034	2P, 8AM-8PM, Mon-Sun, Permit Holders Excepted, Area CO1	WZ/15/2024 SW & EF (AD) The existing parking controls will be relocated on the eastern side of Hill Street, adjacent to no.71 Bream Street.
2.	Victory Street, Clovelly (C)	W	10m	8 Victory Street, Clovelly NSW 2031	Unrestricted	WZ/20/2024 – SW & EF (AD)
3.	Houston Lane, (H)	E	29m	271 Anzac Parade, Kingsford	No Parking and unrestricted	WZ/10/2024 AL & LB
4.	Jennifer Street (M)	E	45m	At the frontage of 11 Jennifer Street, on the eastern side, opposite Reservoir Street, Little Bay	Unrestricted	WZ/21/2024 AL & EF
REMOVAL						
5.	51 Chester Ave, Maroubra	E	19.5m	53 Chester Ave, Maroubra	Unrestricted	LA/143/2024-AB&LB (AD)

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

Resourcing Strategy implications

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

Recommendation

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

Attachment/s:

Nil

Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

That:

- a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
 - i. compromise pedestrian and/or bicyclist safety, or
 - ii. add significantly to traffic congestion in this area, or
 - iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
 - iv. does not ensure that the Council fees payable for this private use of the public road are met,
 with the zone being reinstated once the issue of concern is properly addressed;
- c. The Council Rangers enforce the restriction; and
- d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.

Responsible officer: Lauren Bonomini, Parking Systems Administration Officer

File Reference: F2021/00658

Traffic Committee Report No. TC181/24

Subject: Parking Control Signage at Intersections - No Stopping (All)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.12.181	F2008/00166	Signage, Parking	No Stopping	TL	Yes

The Council regularly receives requests for action to be taken with regard to vehicles being parked illegally at intersections. Such vehicles block sightlines to and from vulnerable road users such as pedestrians or bike riders. They can also obscure motorists' views of approaching vehicles, and they can create difficulties for fire engines, garbage trucks or other large service vehicles which need to access the neighbourhood.

To ensure compliance with the legally mandated parking prohibitions at intersections, it is recommended that No Stopping signage be installed as per the following table:

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's. and / or Comments
1.	Willis Street	Randwick	E and W	10	N	Rainbow Street	D05504393 -RK (AD)
2.	Beatty Street	Maroubra	E and W	10	N	Fitzgerald Avenue	D05498199 – RK (AD)
3.	Blight Street	Matraville	E & W	10	N	Burke Street	SR 699069-DA (AD)
4.	Burke Street	Matraville	N	10	E & W	Bligh Street	SR 699069-DA (AD)
5.	Brodie Avenue	Little Bay	E	10	N	Gull Street	SR 682598 – AL (AD)

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

Resourcing Strategy implications

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

Recommendation

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

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2008/00166

Traffic Committee Reports No. TC182/24

Subject: Transport for NSW (TfNSW) Funded Project Status (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.12.182	F2004/06616	Other	Other	TL	Yes

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. Randwick Council was successful in securing funding for a number of projects for the both the 2024/2025 and the 2025/2026 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$18M.

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 2024/25/26 Funding Allocation	Monthly Status
P.0077856 (D04651015) Due June 2025	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	A report detailing outcome of consultation will soon be reported to Council.
P.0079384 (D04733866) Due June 2025	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	<i>50/50 Funding</i> - \$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.

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project <i>(Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	Get NSW Active Program 2023/24	\$2,000,000	Traffic Impact Assessment completed and accepted by TfNSW. This details final layout of signal posts etc. 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 – <i>(Design of intersection improvements)</i>	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 <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Design consultants have been appointed. Inception meeting held, early investigations have commenced.
P.0085255 (D05071792)	Perouse Road & St Pauls Street, Randwick Install raised threshold and two raised pedestrian crossings (wombat crossings)	Australian Government Black Spot Program 2023/24	\$272,944	This project has been rescheduled to the 2024/2025 year to better align with urban design upgrade works in the 'The Spot' locality.
P.0091530 D05468702 / D05396466 Due June 2026	Little Bay Rd / Bunnerong Rd, Little Bay - Install raised thresholds	Australian Government Black Spot Program 2024/25	\$103,616	Land and engineering survey to be undertaken soon.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0093183 D05529091 / D05536825 Due June 2026	Maroubra Road & Flower Street, Maroubra Install a one lane roundabout including all traffic calming, line marking, lighting and signage, raised pedestrian crossings	Road safety Program 2024/25	\$1,647,360	Land and engineering surveyors are being procured.
P.0092228 D05357251 Due June 2026	Franklin Street, 90m west of Anzac Parade, Malabar. Conversion of existing refuge island to a raised pedestrian crossing.	Active Transport to School / Get NSW Active program.	\$263,397	Land and engineering survey procured.
	Malabar Road, Maroubra 60m north of Duncan Street Conversion of existing Pedestrian crossing to a raised pedestrian crossing.			Land and engineering survey procured.
P.0092229 D05357344 Due June 2026	Paine Reserve, Randwick – North / south Shared Path Targeted completion date January 2025	Active Transport to School / Get NSW Active program.	\$231,000	Design completed following TfNSW feedback. Shared path report put to October meeting of Traffic Committee. Objective is to complete project before 2025 school year commences.
Project 7935 D05453108 Due June 2027	Anzac Parade at Franklin Street (southern intersections), Matraville – Installation of traffic control signals without filter right turns	Towards Zero Safer Roads Program	\$4,743,650	Design was completed previously. Clarifying with TfNSW the next steps required.
Project 9131 D05453119 Due June 2027	Kensington South - Local Area Traffic Management (LATM)	Towards Zero Safer Roads Program	\$6,258,285	Procurement of engineering surveyors and designers is underway.

This table will be updated each month and will be reported upon, at each Traffic Committee meeting.

Resourcing Strategy implications

All funding for these projects has been made available through Transport for NSW or from the Federal Government.

Recommendation

That the information be received.

Attachment/s:

Nil

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2004/06616

TC182/24