



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 9 NOVEMBER 2021 AT 9:30AM

COVID-19

IMPORTANT NOTICE: In order to protect the health of members of our community, the representatives of other agencies and Council staff members, during the current lockdown due to the COVID-19 pandemic, this Traffic Committee meeting was conducted as a remote meeting - using MS Teams.

Traffic Committee

- The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.
- The Randwick Traffic Committee is a Committee of Randwick City Council but not one set up under the Local Government Act.
- Council has been delegated certain powers from Transport for NSW (TfNSW), with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.
- Recommendations in this document may either activate the formal delegation from Transport for NSW to the Council, or not activate this delegation. Items which activate the delegation are indicated with the initials (AD) below the heading.
- There are four permanent members of the Traffic Committee, *each of whom has a single vote only*.
- The members are: **the NSW Police Service, Transport for NSW, the Local State Member of Parliament** (for the location of the issue to be voted upon) and **Randwick City Council**.
- Randwick City Council welcomes the public to register to speak at its Traffic Committee on issues of concern.
- If the Local Member disagrees with any of the Traffic Committee recommendations, they may appeal to Transport for NSW or the Minister for Roads.
- If the Police or Transport for NSW disagrees with any of the Traffic Committee recommendations, or Council's resolution on any Traffic Committee recommendation, they may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the notification to the members of Council's decision on the recommendation.
- Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Acknowledgement of Country

Councillor Neilson volunteered to acknowledge the lands upon which this meeting is being held:

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.

On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."

Participants:

Mr Tony Lehmann	Randwick City Council (Chairperson)
Mr Van Le	Transport for NSW (TfNSW)
Ms Roslyn Bella	Transport for NSW (TfNSW)
Sgt Matthew Thompson	Eastern Beaches Police
Mr Jeremy Phillips-Yelland	Representative for the Member for Coogee

Cr Kathy Neilson	Councillor (North Ward)
Cr Lindsay Shurey	Councillor (North Ward)
Mr Bushara Gidiess	State Transit Authority
Mr Lee Roberts	BIKEast
Mr Max Tuffano	HealthNSW
Mr Shannon Hewitt	UNSW
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident
Mr Ben Opit	Resident
Mr Paul Wright	Resident
Mr Mark Adamson	Resident

Mr Sri Sritharan, Ms Heidi Leadley, Ms Dilruba Akhter, Mr Alexander Lin, Ms Nafisa Nishandar, Mr Reza Ahmed, Mr Rasheeq Mahmood & Ms Jai Sue - RCC

Apologies

Apologies were received from:

- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Matters Arising from the Minutes OR from Council Resolution

Nil.

Pecuniary Interests

Mr Ryan informed the Committee that he has a non-pecuniary interest in Item TC192/21 - Christmas Street Parties in Various Streets - as his home has a frontage to one of the streets possibly being closed and he also assists in organising the local street closure.

Matters Arising

TC204/21 Dutruc Street / Alison Road, Randwick - Pedestrian Refuge (C) 3

Traffic Committee Reports

TC190/21	Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C)	3
TC191/21	Arden Street & Bream Street, Coogee - Pedestrian Refuge (C)	4
TC192/21	Christmas Street Parties in Various Streets - Temporary Road Closure (C, H & M)	8
TC193/21	Clovelly Road, near Dans Avenue, Clovelly - Pedestrian Refuge (C)	9
TC194/21	Coogee Sparkles New Year's Eve 2021 (C)	13
TC195/21	Rainbow Street/ Ellen Street, Randwick - Pedestrian Refuge (C)	16
TC196/21	Victory Street, Clovelly (C)	19
TC197/21	Broome Street, Maroubra - Pedestrian Safety (M)	19
TC198/21	Fleming Street and Brodie, Curie & Darwin Avenues, Little Bay (M)	20
TC199/21	South Maroubra Beach Car Park - Parking Allocation (M)	21
TC200/21	Minor Signage Items - Parking and Regulatory - November 2021 (C, H & M)	21
TC201/21	Works Zone - Installation and Removal of Signage - November 2021 (C & H)	24
TC202/21	Parking Control Signage at Intersections - No Stopping - November 2021 (M)	25
TC203/21	Transport for NSW (TfNSW) Funded Project Status - November 2021 (C, H & M)	26

General Business

TC205/21	Expression of Gratitude	29
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TC204/21 Matters Arising - Dutruc Street / Alison Road, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.204	TC171/21	Pedestrian	Refuge	TL	Yes

Councillor Neilson enquired of Mr Lehmann as to the status of this matter. She identified that the Traffic Commendation at the last meeting was that this matter would be referred back to this, November 2021, Traffic Committee meeting.

Mr Lehmann explained that, given the funding deadlines for the federally-funded pedestrian facilities, Council's civil design resources were allocated to other jobs over the last month. He explained further that the Alison Road / Dutruc Street pedestrian refuge is required to be delivered by the end of June, 2022. Other projects are required to be delivered by the end of December, 2021. Accordingly, Council's design resources were allocated to the projects which had the closest timing deadline.

Councillor Neilson also reminded the Committee members that, at the last meeting, the option of having a pedestrian refuge in Dutruc St, at Alison Road, as well as a pedestrian refuge in Alison Road, at Dutruc Street, was discussed. Mr Lehmann agreed that he would report on this project, including the two pedestrian refuges, early in the 2022 year.

Recommendation

That the information be received.

TC190/21 Traffic Committee Report - Prince of Wales Hospitals, Covid-19 Parking Arrangements - Various Streets - Standing Item (C) (F2020/00231)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.190	D04295265	Signage, Parking	Other	TL	Yes

At the Traffic Committee meeting held on 13 July 2021, it was recommended that there be a standing item reviewing the special parking arrangements instituted near to the Prince of Wales hospitals, due to the Covid-19 pandemic.

Given the current situation regarding the pandemic, including a possible surge in cases over the coming months, it is considered that the existing special parking arrangements should be retained at this time.

Resourcing Strategy implications

The following recommendation has no impact upon Council's budget.

Recommendation

That:

1. the existing special parking arrangements near to the Prince of Wales Hospitals, for all staff of the Emergency Departments and the Intensive Care units, be retained; and
2. this matter be reviewed again at next month's Traffic Committee meeting.

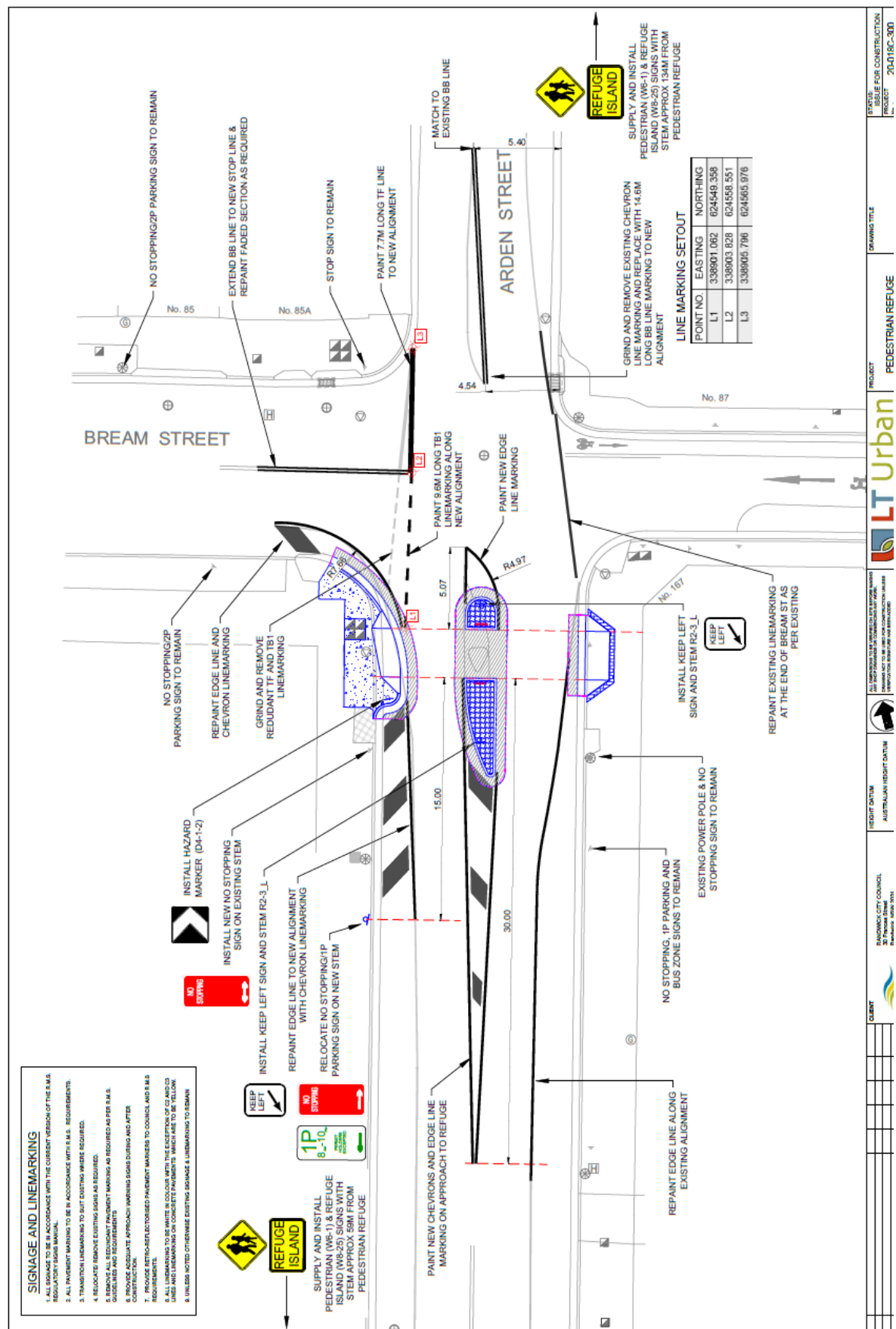
TC191/21 Traffic Committee Report - Arden Street & Bream Street, Coogee - Pedestrian Refuge (C) (F2021/00209)

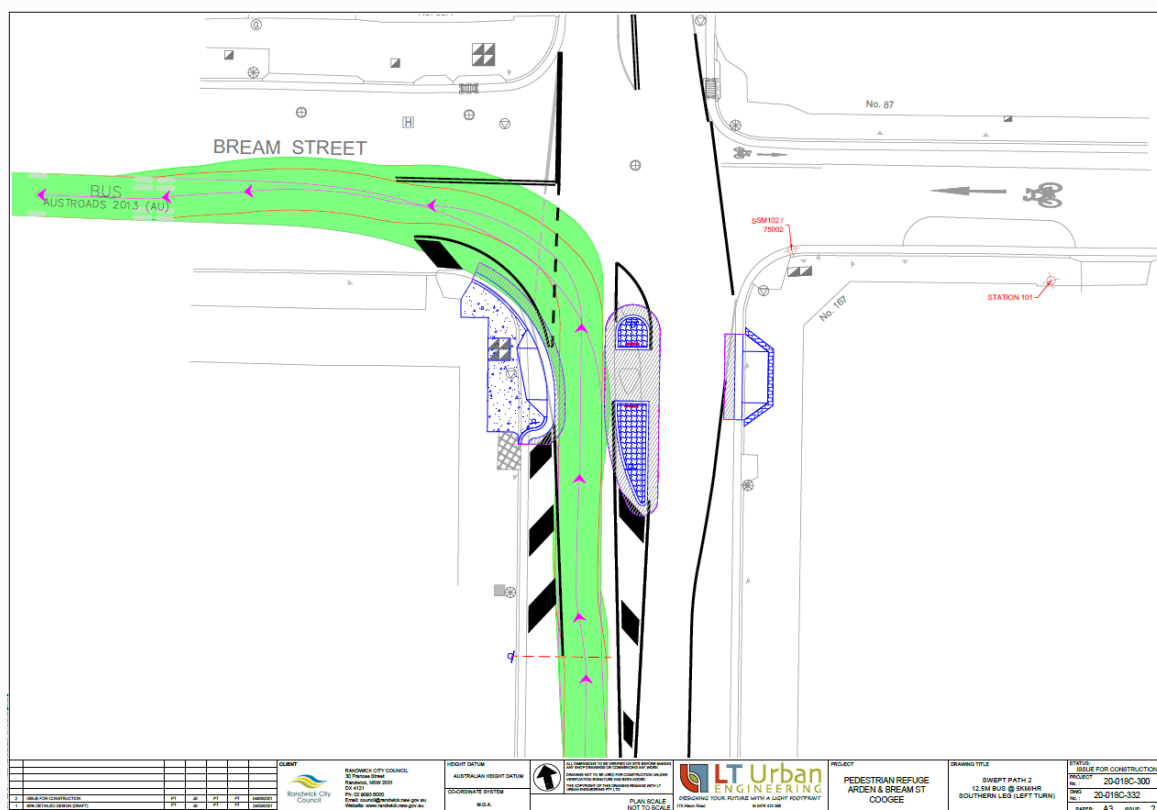
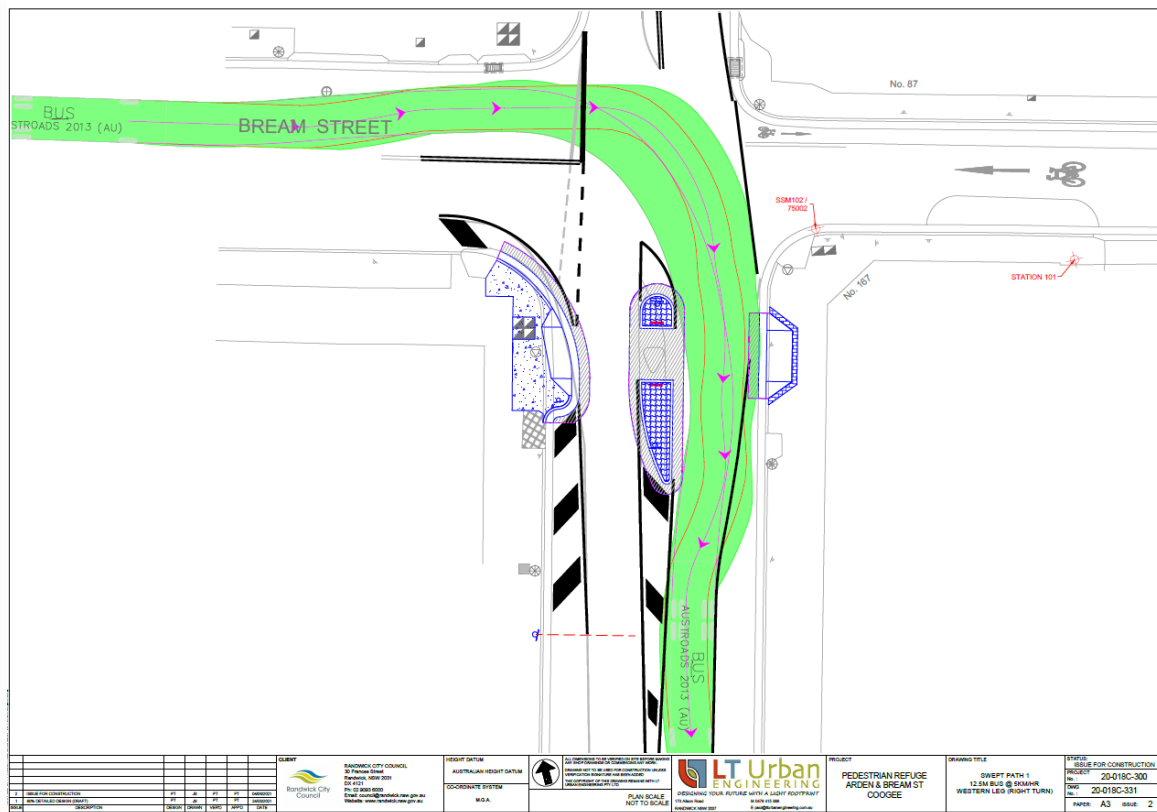
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.191	D03786941	Pedestrian	Road Safety	RA	Yes

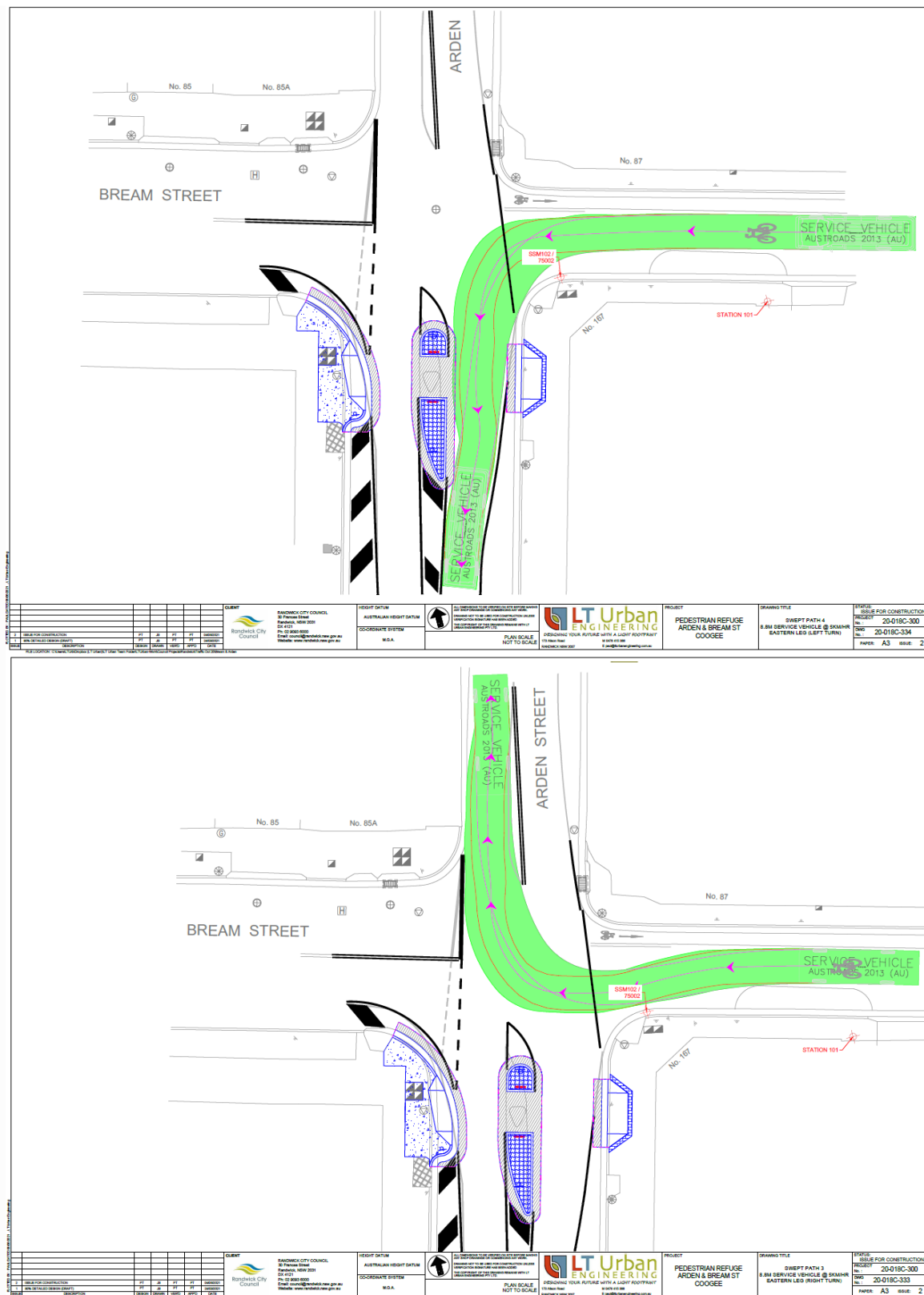
Concerns about the ability of pedestrians to cross Arden Street, near Bream Street, was raised with the Council by the late Honourable Susan Ryan, AO. Accordingly, an assessment of the site was undertaken, and an upgrade of the existing non-standard pedestrian refuge is proposed.

A concept plan was tabled in the Traffic Committee meeting held on 22nd December 2020. There were some concerns raised by STA regarding access problems for bus services, especially during events. Subsequently the design team has liaised with STA to investigate an alternative solution.

The re-designed pedestrian refuge, incorporating STA's design modifications, and showing the swept path of vehicles, is detailed in the following plans:







Resourcing Strategy implications

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

Recommendation

That the proposed pedestrian refuge facility in Arden Street at Bream Street, Coogee (as detailed in the plan shown – D04383451) is endorsed for construction.

TC192/21 Traffic Committee Report - Christmas Street Parties in Various Streets - Temporary Road Closure (C, H & M) (F2009/00454)

Index code	Trim Ref:	Category	Sub Category	By	AD
2021.11.192	F2009/00454	Event	Temporary Road Closure	DA	Yes

As part of Council's commitment to building "a sense of community", Randwick Council has, for some years (prior to the Covid-19 pandemic), supported and encouraged a small number of neighbourhood Christmas street parties. To safely close the road, to facilitate street parties, appropriate traffic control needs to be implemented. 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. However, no such street closures were allowed last year, due to the Covid-19 Public Health Order limitations.

Recently, the Council has received a number of queries from some residents asking if these street parties are being supported this year. Whilst there would be no objections from a traffic engineering perspective for the requested short term temporary closures, the status of the Public Health Orders would ultimately guide Council regarding approval, or not, of any requests.

With the upcoming local government elections being held on Saturday 4th December, 2021, the Traffic Committee meeting originally scheduled for 14th December, 2021, will not be held (as there would be no formal Councillor delegate for the Committee). Accordingly, it is proposed that the authority to approve requests for street parties be delegated to the Traffic Committee's Technical Sub Committee (Police representative, TfNSW representative and the Chair of the Traffic Committee, being Council's Manager Integrated Transport, Tony Lehmann).

In considering applications for local street closures for these small neighbourhood events, the Technical Sub Committee would, obviously, take into account road safety and traffic engineering issues, but the overarching factor would be the Public Health Orders at the time of application and at the time of the events.

(NB: In 2018 TfNSW endorsed a Traffic Management Plan, applying Council-wide, for the Council to implement Temporary Road Closures on local streets - D03728810)

Resourcing Strategy implications

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

Mr Ryan (Resident) addressed the Committee explaining that he assists his local neighbourhood by helping to arrange for a local street party in Bundock Lane. He sought clarification as to the status of these street parties. Mr Lehmann explained that the overriding factor in the Council's endorsement of street parties, or not, was the Public Health Orders applicable at the time of any proposed street party. He stated that, provided the Traffic Committee endorses this recommendation and provided that there are no Public Health Orders prohibiting street parties, etc, these neighbourhood events would likely be endorsed.

Recommendation

That authority to approve requests for temporary local road closures, for neighbourhood street parties, is delegated to the Traffic Committee's Technical Sub Committee (Police representative, TfNSW representative and the Chair of the Traffic Committee - being Council's Manager Integrated Transport), with the following conditions being imposed upon applicants / organisers:

1. No requested street closure will be approved or implemented in violation of the Covid-19 Public Health Orders existing at the time of application and / or at the time of the proposed event;
2. It must be acknowledged by the applicants / organisers that the Council will cancel an approved event, if the event was to be in contradiction of any Public Health Orders (as modified), up to and including the day of the proposed event

3. The event is a private street party which is only open to the residents of the street and their guests;
4. The traffic control associated with the temporary road closure of each street, is implemented on the specified event date ONLY;
5. The event organiser is to be in regular contact with Council's authorised traffic controller(s);
6. During the event, the event organiser will have available the prepared Traffic Control Plan (TCP) and the Council's letter of approval;
7. All attendees must comply with the approved TCP;
8. Noise generated by the street party is controlled in accordance with the Protection of the Environment Operations (Noise Control) Regulation 2000;
7. All attendees must comply with the requirements and directives of Council staff, NSW Police and any relevant Covid-19 plans;
8. The area is to be maintained in a clean and tidy condition; and
9. It is clearly understood that non-compliance with any of the abovementioned conditions will result in immediate cancellation of the event and may jeopardize approval of any future events.

TC193/21 Traffic Committee Report - Clovelly Road, near Dans Avenue, Clovelly - Pedestrian Refuge (C) (F2021/00209)

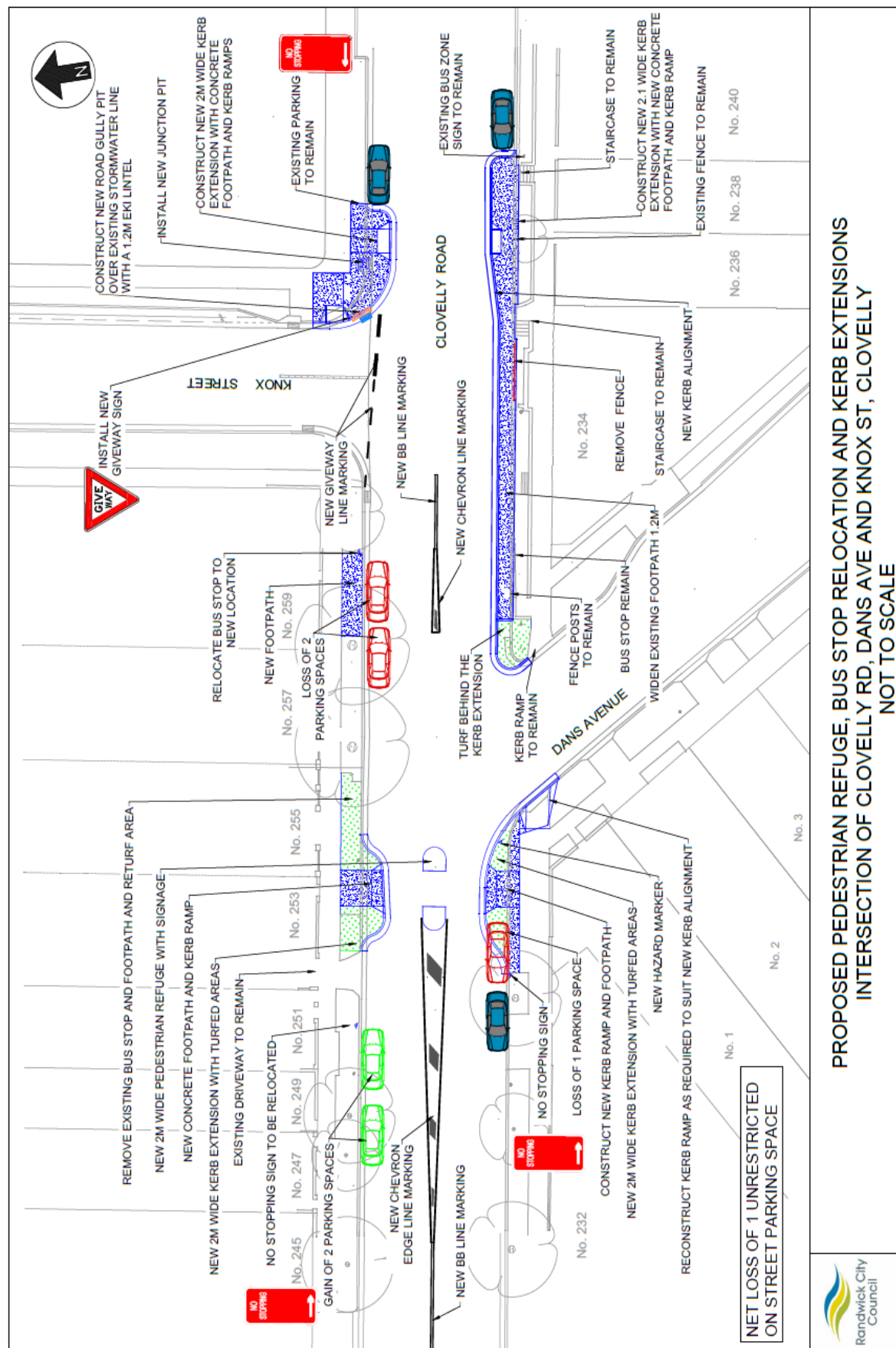
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.193	D04295325	Road Safety	Road Safety	RA	Yes

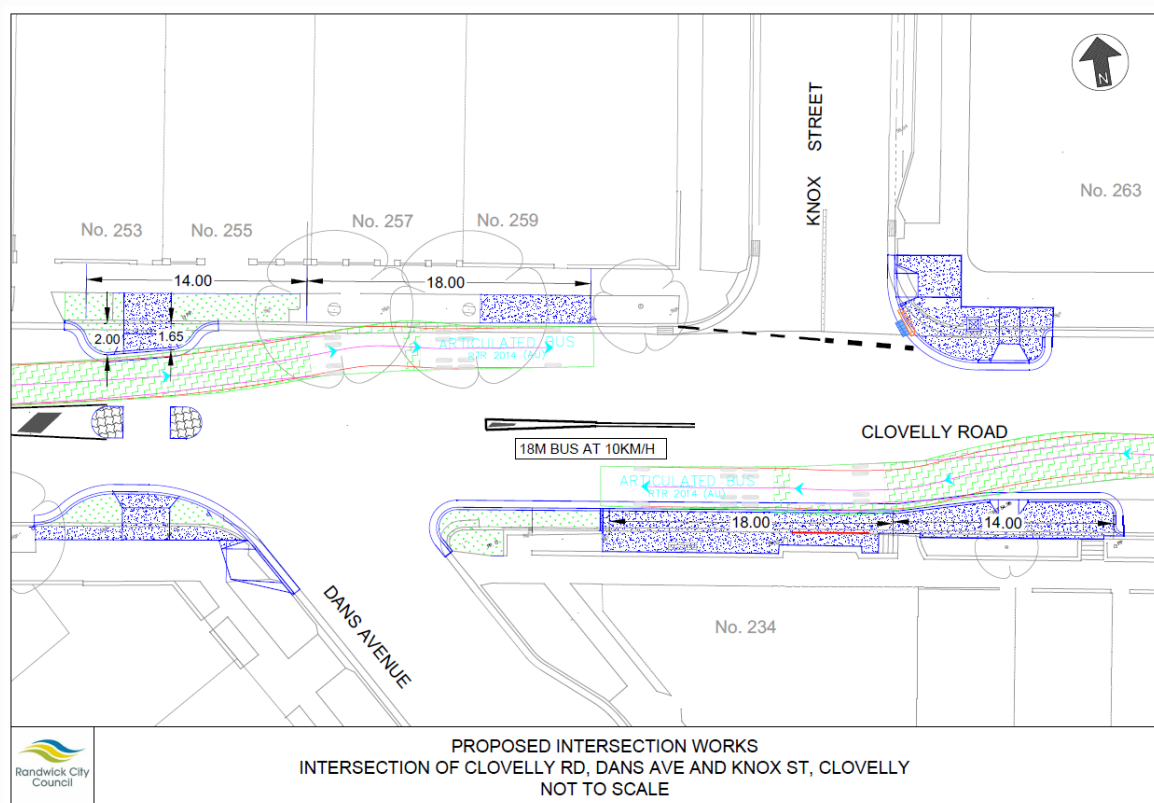
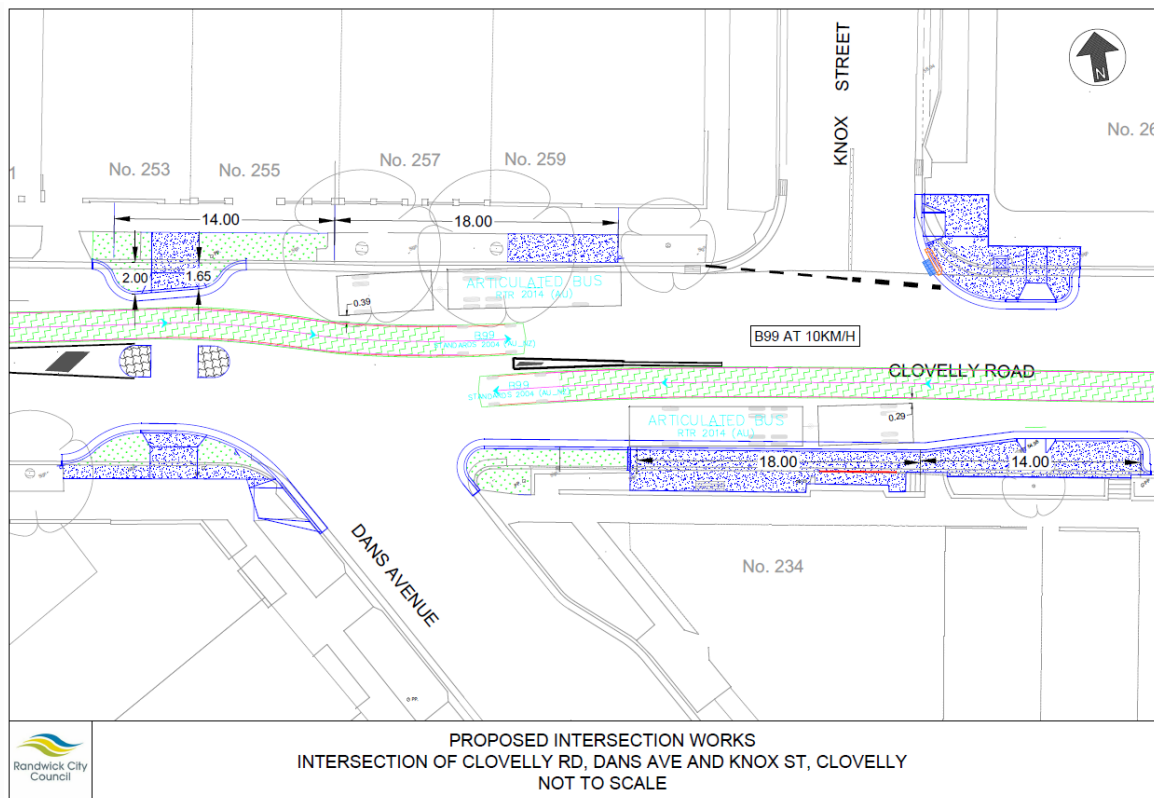
Concerns have been raised in the community regarding pedestrian safety when crossing Clovelly Road near Knox Street / Dans Avenue.

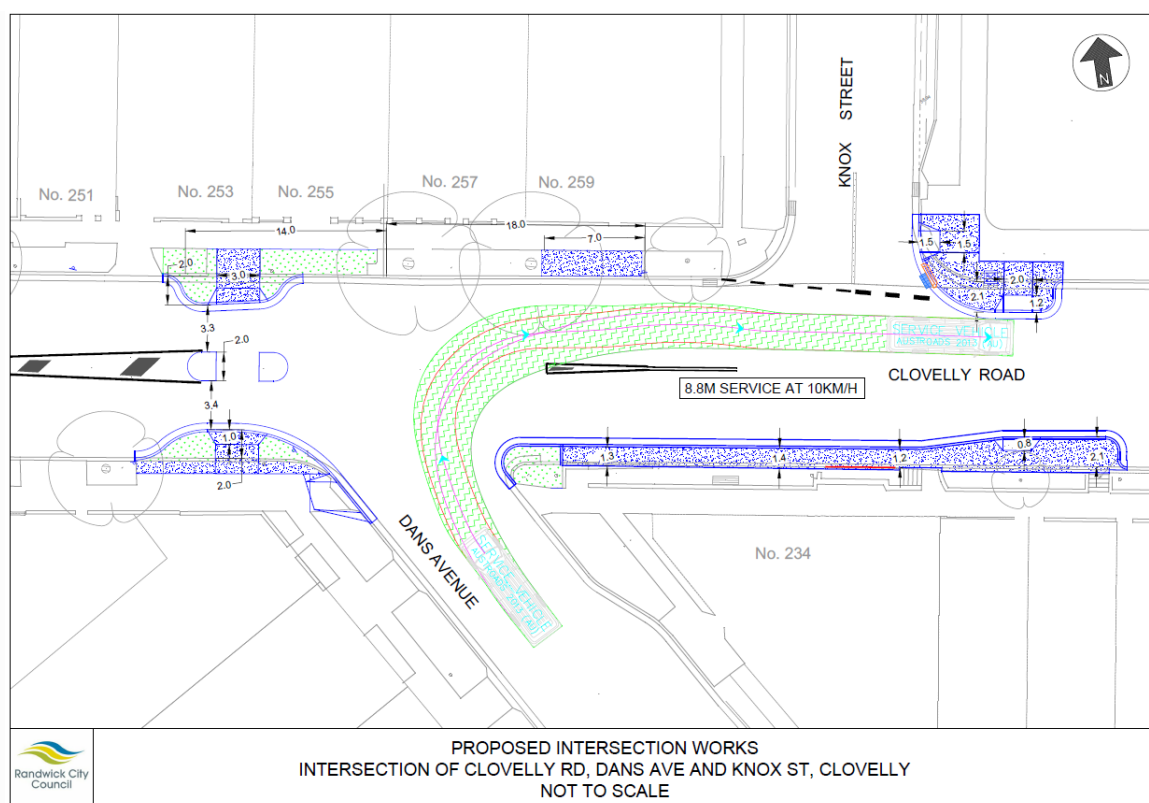
To improve safety for pedestrians, a pedestrian refuge was proposed near to Knox Street. Unfortunately, however, given road space constraints, a device near Knox Street was not able to be installed.

It is therefore proposed to implement a pedestrian refuge in Clovelly Road just west of the Dans Ave intersection. The proposed pedestrian refuge and kerb nibs would assist in slowing the speed of passing motorists while providing a place where pedestrians could stage their crossing of Clovelly Road. Proposed Civil works within the bus stops along Clovelly Road will align with the relevant STA requirements.

A concept design is shown on the following pages:







Kerb extensions on either side of Clovelly Road are proposed to be installed west of Dans Avenue. The footpath along the bus stop on the southern side of Clovelly Road (east of Knox Street) is proposed to be widened.

The new kerb extensions on Clovelly Road will reduce the crossing width, improve sight distance between pedestrians and provide kerb ramps for pedestrians. The widened footpath at the bus stop will allow direct access between the bus top and the kerb extensions.

The proposed works allow new Give Way line marking to be installed further into Clovelly Road improving the sight distance for vehicles exiting Knox Street.

The proposal will have minor impacts on local parking resulting in a net loss of 1 on-street parking space.

Resourcing Strategy implications

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

It was mentioned that Transport for NSW (TfNSW) is currently reviewing bus stop locations along Clovelly Road. It was also stated that this review is separate to the bus service changes recently announced for the eastern suburbs. Mr Lehmann reported that BIKEast had sought bicycle logo road markings on approach and through the proposed pedestrian refuge. This was agreed to.

Recommendation

That the proposed pedestrian refuge in Clovelly Road, at Knox St / Dans Ave, Clovelly, (as detailed in the plan shown - D04382648), with the additional bicycle logo road markings, is endorsed for construction.

TC194/21 Traffic Committee Report - Coogee Sparkles New Year's Eve 2021 (C) (F2021/00446)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.194	D04366549	Event	Road Closure - Temporary	AL	Yes

On 26 October 2021, the Council resolved as follows (**Andrews/Luxford**):

That Council proceeds with a New Year's fireworks event at Coogee Beach, subject to:

- a. the Public Health Order allowing an event of this type to be held under a Covid Safe Plan that does not require fencing/ticketing;
- b. agreement by local and state agencies;
- c. accepting the risk of changing circumstances would lead to a significant financial cost for cancellation; and
- d. reducing some of the planned Christmas activations as detailed in this report.

The 9pm Coogee Sparkles NYE fireworks could be back on this year with Randwick Council currently developing plans to host the family-friendly event if Public Health Orders at the time permit. The fireworks were not held in 2020 due to COVID and the 2021 fireworks were cancelled again in August by Council, due to the uncertainty around public health order restrictions on outdoor gatherings. However, since this time, health orders are relaxing in line with increasing vaccination rates and easing Government rules. Council staff are currently investigating how the event could be held safely for the community.

If permitted under the Public Health Orders, the annual Coogee Sparkles fireworks display would be held on Friday, 31 December 2021, from 9pm to 9:20pm.

Accordingly, a Traffic Management company has been engaged to prepare a Traffic Management Plan, Traffic Guidance Scheme (TGS) and to provide Traffic Management on the day (see following TGS plan).

As in previous years and in the interests of pedestrian safety, the following road closures are proposed from 7pm to 9:30pm on 31 December 2021:

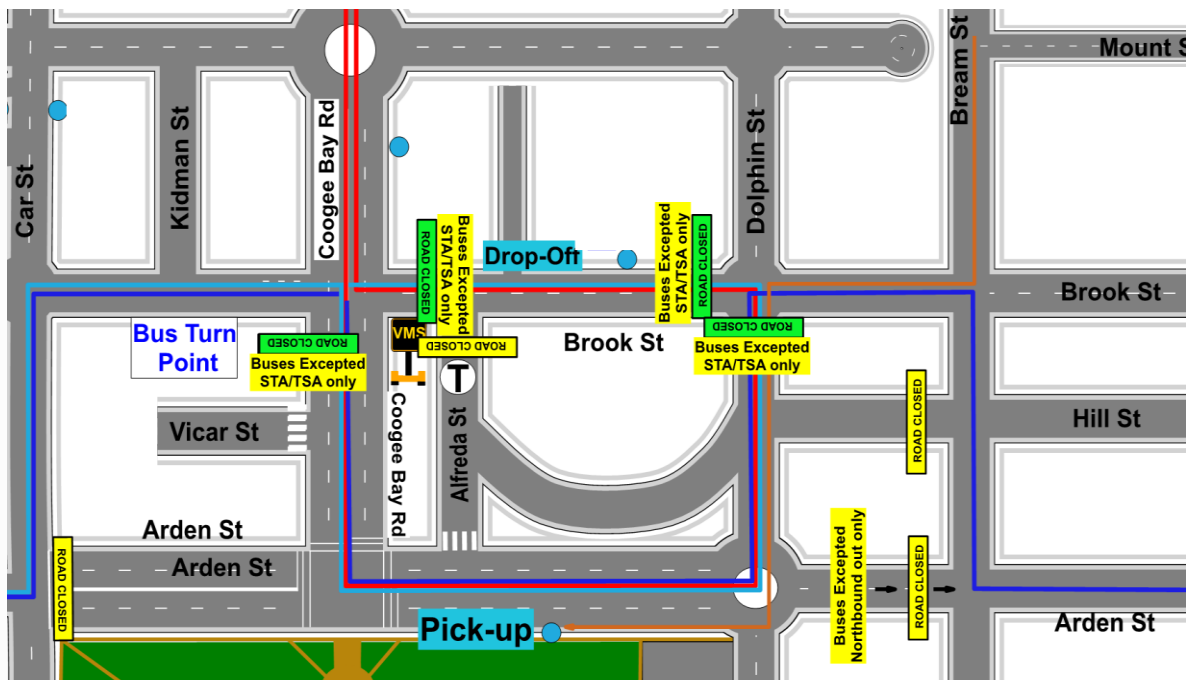
- Arden Street - between Bream Street and Carr Street
- Alfreda Street - between Arden Street and Brook Street
- Brook Street - between Dolphin Street and Coogee Bay Road
- Coogee Bay Road - between Arden Street and Brook Street
- Dolphin Street - between Arden Street and Brook Street
- Hill Street - between Bream Street and Dolphin Street
- Vicar Street - entire length from Coogee Bay Road
- Ormond Gardens - entire length from Brook Street

To accommodate the event, the following special event clearways are also proposed, from 12 noon to 10pm, on 31 December 2021:

- Arden Street - between Dolphin Street and Carr Street, both sides.
- Alfreda Street - between Arden Street and Brook Street, both sides.
- Coogee Bay Road - between Arden Street and Brook Street, both sides.
- Dolphin Street - between Arden Street and Brook Street, both sides (STA/TSA buses excepted).
- Brook Street - between Dolphin Street and Coogee Bay Road, both sides (STA/TSA buses excepted both sides; mobility impaired and VIP excepted - east side)

Proposed Traffic Guidance Scheme (TGS) Plan for Coogee Sparkles New Year's Eve

Under the current plans buses will still be permitted to travel on Brook Street, Dolphin Street, Arden Street and Coogee Bay Road, as per the bus route plan below, to access the bus stops on Brook Street and Arden Street.



Bus Route Plan for Coogee Sparkles New Year's Eve

Resourcing Strategy implications

Funding is provided within the Economic Development and Placemaking budget.

Recommendation

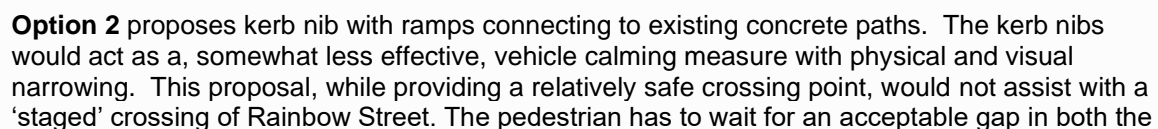
That, provided the Covid-19 Public Health Orders allow the holding of the Coogee Sparkles New Year's Eve (NYE) fireworks display, the usual NYE road closures and traffic control measures are approved as detailed:

1. the following road closures are implemented from 7pm to 9:30pm, on Friday, 31 December, 2021:
 - Arden Street - between Bream Street and Carr Street
 - Alfreda Street - between Arden Street and Brook Street
 - Brook Street - between Dolphin Street and Coogee Bay Road
 - Coogee Bay Road - between Arden Street and Brook Street
 - Dolphin Street - between Arden Street and Brook Street
 - Hill Street - between Bream Street and Dolphin Street
 - Vicar Street - entire length from Coogee Bay Road
 - Ormond Gardens - entire length from Brook Street
2. the following special event clearways are implemented from 12 midday to 10pm, on Friday, 31 December, 2021:
 - Arden Street - between Dolphin Street and Carr Street, both sides.
 - Alfreda Street - between Arden Street and Brook Street, both sides.
 - Coogee Bay Road - between Arden Street and Brook Street, both sides.
 - Dolphin Street - between Arden Street and Brook Street, both sides (STA/TSA buses excepted).
 - Brook Street - between Dolphin Street and Coogee Bay Road, both sides (STA/TSA buses excepted both sides; mobility-impaired and VIP excepted - east side).
3. The buses will still be permitted to travel on Brook Street, Dolphin Street, Arden Street and Coogee Bay Road, as per the bus route plan provided, to access the bus stops on Brook Street and Arden Street;

- TC195/21 Traffic Committee Report - Rainbow Street/ Ellen Street, Randwick - Pedestrian Refuge (C) (F2021/00209)**

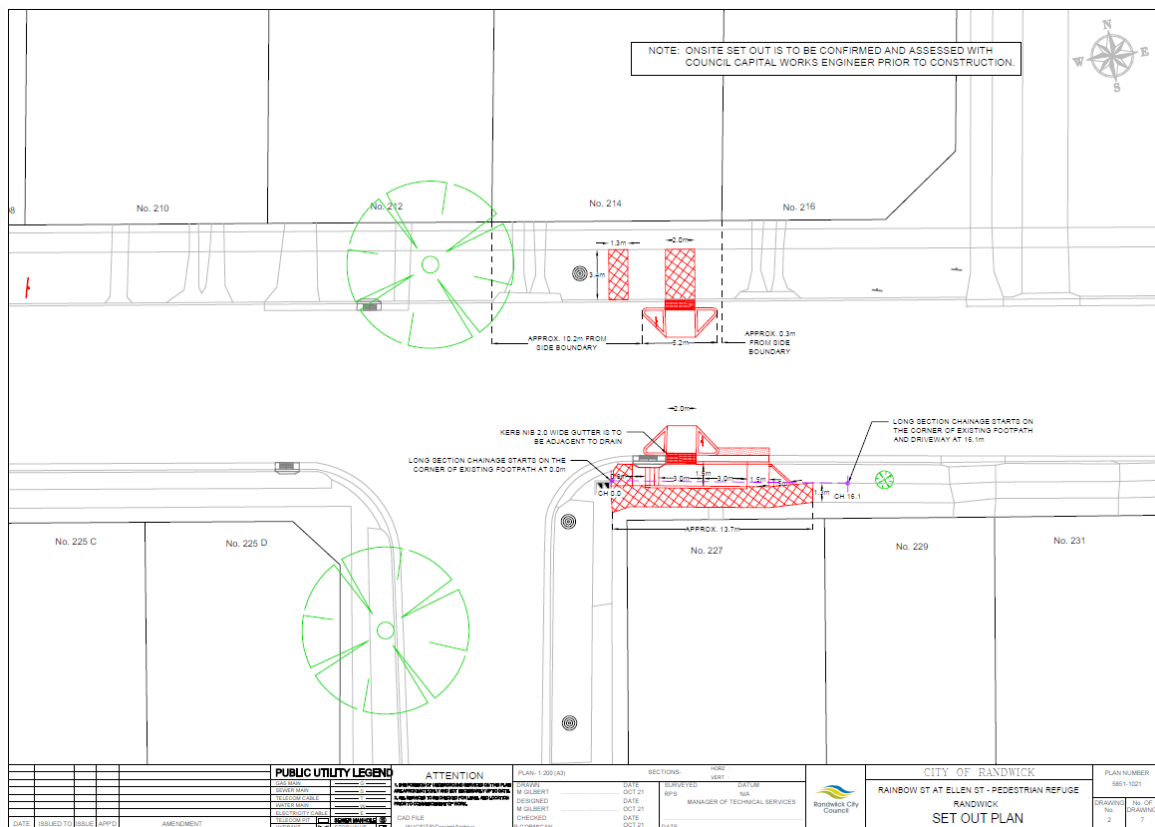
Community members have raised concerns regarding pedestrian safety when crossing Rainbow Street, near Ellen Street, Randwick. These concerns relate particularly to the speed of traffic travelling along Rainbow Street.

Option 1 is the originally proposed pedestrian refuge island, as tabled at the previous Traffic Committee meeting. The refuge would assist in slowing the speed of passing motorists and would provide a place where pedestrians could stage their crossing of Rainbow Street. In other words, pedestrians would be able to wait at the kerb for an acceptable gap in the traffic flow approaching from the right; then cross to the central island. Then the pedestrian would be able to wait for an acceptable gap in traffic approaching from the left; then cross to the opposite kerb – completing their crossing of the road.



[illegible]

Option 3 proposes kerb nibs with a ramp connecting to existing paths. The pedestrian refuge is positioned closer to Rainbow Street and Ellen Street intersection. The kerb nibs would act as a, somewhat less effective, vehicle calming measure with physical and visual narrowing. Again, like Option 2, this proposal would not assist with a 'staged' crossing of Rainbow Street. Again, the pedestrian has to wait for an acceptable gap in both the eastbound and the westbound traffic flows to coincide at this location. This proposed crossing point aligns well with the existing pedestrian desire line from and to the footpath of Ellen Street.



Whilst a small number of residents spoke at the Traffic Committee meeting against Option 1 (primarily due to the proposed loss of parking spaces) another resident and one Councillor spoke in favour of Option 1.

Given the mixed views within the community, about a Rainbow Street pedestrian crossing facility, near Ellen Street, it is considered that the Council should undertake a community survey, to better understand all viewpoints. Each of the three options would be explained – with their plans -and a report on the outcomes of the community survey would be prepared for a subsequent traffic Committee meeting.

Resourcing Strategy implications

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

Mr Ben Opit (Resident) asked about the next steps. Mr Lehmann explained that a community survey would be the next step. Mr Lehmann reported that BIKEast had sought bicycle logo road markings on approach and through the proposed pedestrian refuge. This was agreed to.

Recommendation

That;

1. a community survey be undertaken to better understand all viewpoints regarding the three options for a Rainbow Street pedestrian facility, near to Ellen Street;
2. That, within the survey, each of the three pedestrian device options be explained – with their associated plans with the additional bicycle logo road markings, and
3. a report on the outcomes of the community survey be prepared for a subsequent Traffic Committee meeting.

TC196/21 Traffic Committee Report - Victory Street, Clovelly (C) (F2008/00165)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.196	F2008/00165	Road Safety	One Way	TL	Yes

Through the Clovelly Precinct Committee, requests have been submitted seeking a change to the traffic flow at the southern part of Clovelly Beach Car Park. In particular, it has been suggested that the link from the southern end of Victory Street to the car park, be made One Way easterly.

The local residents considered that this would have a benefit in reducing the numbers of vehicles that travel north up Victory Street. Vehicles within the car park, would thence have egress available through the car park, itself.

Whilst the objective of the residents is understood, there are concerns that the suggested change may create significant gridlock and delays to the car park users. Accordingly, it is proposed to trial the suggested changes on a fine weekend, prior to Christmas. This will test the impact of the residents' proposal. The trial closure would be implemented with barricades and a traffic controller.

Resourcing Strategy implications

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

Mr Mark Adamson (resident) sought clarification on the proposed trial, particularly with regard to assessment and outcomes of the trial. Mr Lehmann stated that the trial would be implemented on warm weekends and that the success, or not, of the trial would depend in great part on any congestion created within the car park. He stated that removal of the northbound egresses from the car park would reduce significantly the northbound traffic capacity.

Mr Lehmann acknowledged the submission from Mr Adamson and agreed to investigate the additional issues at a later time.

Recommendation

That no objection is raised to the Council undertaking a trial closure of access from Clovelly Beach Car Park to Victory Street, prior to Christmas.

TC197/21 Traffic Committee Report - Broome Street, Maroubra - Pedestrian Safety (M) (F2008/00166)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.197	D04359828	Signage, Parking	No Stopping	TL	Yes

A local resident contacted Councillor Andrews recently regarding his strong concerns about the safety of pedestrians as they cross Broome Street, near Tyrwhitt Street, South Maroubra. In discussions with the resident, the resident informed Council officers that, given the path leading up from Bernie Kelly Drive and Maroubra Beach, there is a significant number of pedestrians crossing Broome Street at this location.

The sightlines at this location are compromised due to the topography of the land and due to the parking of vehicles along Broome Street. It is quite difficult for southbound (uphill) motorists to see emerging pedestrians and it is also difficult for pedestrians to see southbound vehicles.

Accordingly, it is proposed that the existing 35m No Stopping restriction, on the eastern side of Broome Street, north of Byrne Crescent, be extended by an additional 25m. This will ensure that the length of No Stopping on approach to the pedestrian ramp (being 20m) meets the standard required at pedestrian refuges and pedestrian crossings.

Resourcing Strategy implications

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

Recommendation

That the existing 35m No Stopping restriction, on the eastern side of Broome Street, north of Byrne Crescent, South Maroubra, be extended an additional 25m.

TC198/21 Traffic Committee Report - Fleming Street and Brodie, Curie & Darwin Avenues, Little Bay (M) (F2004/07232)

Index code	Trim Ref:	Category	Sub Category	By	AD
2021.11.198	D04383986	Signage, Parking	No Stopping	TL	Yes

Arising from a meeting with the Prince Henry Community Association, a proposal to address illegal / uncontrolled parking in the narrow roads of Fleming Street and Brodie, Curie and Darwin Avenues was suggested.

In this special heritage location, a plethora of parking prohibition signage is considered inappropriate. Accordingly, it is proposed to mark the recommended lengths of No Stopping with unbroken yellow (C3) lines. Also, on the southern side of Darwin Avenue, opposite Fleming Street, a 20m length of cross-hatched pavement marking is proposed (to better ensure garbage truck access).

A plan detailing these proposals follows:



It seems that the Prince Henry Community Association is generally in favour of the proposed changes. However, there has been a request to review the restrictions close to The Little Bay Coast Centre for Seniors. It is proposed to meet with representatives of the Coast Centre for Seniors and the Community Association to determine a final parking layout. In the interim, it is proposed to introduce the recommended linemarking, as soon as possible, noting that any changes proposed near the Coast Centre for Seniors would be brought back to the February 2022 meeting of the Traffic Committee, for consideration.

Resourcing Strategy implications

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

Recommendation

That the linemarking proposals for Fleming Street and for Brodie, Curie and Darwin Avenues, Little Bay (being unbroken yellow - C3 - lines and a 20m length of cross-hatched pavement marking) as

indicated upon the enclosed map, are approved for installation, provided the proposals are endorsed by the Coast Centre for Seniors and Prince Henry Community Association.

TC199/21 Traffic Committee Report - South Maroubra Beach Car Park - Parking Allocation (M) (F2004/07232)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.199	D04048283	Other	Other		Yes

With the opening of the new South Maroubra overflow car park, the South Maroubra Surf Lifesaving Club has asked whether some parking spaces can be allocated for special uses.

The special uses include a space for the Surf Club's community bus, some motorcycle only parking spaces and some parking spaces allocated for the sole use of patrolling surf club members (similar to the arrangements at other Randwick beaches).

The final details with regard to the allocation of these special parking spaces are still being determined and will be reported upon at the Traffic Committee meeting.

Resourcing Strategy implications

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

Mr Paul Chilcott (resident) detailed issues with regard to the pedestrian access to and from this car park. Mr Lehmann agreed to examine these concerns and take appropriate action.

Recommendation

That, following consultation with the South Maroubra Surf Club, proposed parking space allocations, be referred to the Technical Sub-Committee, for consideration and possible endorsement, as tabled at the Traffic Committee meeting, are endorsed for implementation.

TC200/21 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - November 2021 (C, H & M) (F2012/00032)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.200	F2006/00254	Signage, Parking	No Stopping	AL	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC200/21.1	Arden Street, COOGEE (C), (D04313340-AL) (AD)	Install No Stopping signs on the eastern side of Arden Street, from Quail Street, Coogee, and extending northerly to just north of property no.79-81 driveway, for a total length of approximately 85m.	Yes	To install No Stopping signs concurrently with the approved unbroken yellow (C3) line marking at the same location recommended in September 2021 Traffic Committee meeting – TC163/21.

TC200/21.2	Carey Street, RANDWICK (C), (D04351174-NN) (AD)	Install 'No Parking' signs for a length of 4.5m on the western side of Douglas Lane, opposite the garage of 8 Carey Street, Randwick.	Yes	To provide access to the garage of 8 Carey Street.
TC200/21.3	Clovelly Road, CLOVELLY (C), (D04278589-NN) (AD)	Apply 'P 15mins, 6am – 9am, 3pm-6pm Mon-Fri' parking and 'MIPPS, 9am-3pm, Mon-Fri' time restrictions to the existing MIPPS at the frontage of Roly Poly Early Learning Centre at 269 Clovelly Road, Clovelly.	Yes	To efficiently utilise the MIPPS parking spot for the use of all users and provide opportunity for pick up and drop off in the morning and afternoon peaks.
TC200/21.4	Frances Street, RANDWICK (C), (D04352244-NN) (AD)	Install a 4.8m long (2 car spaces), 90° angle parking at the frontage of 24 Frances Street, Randwick.	Yes	To clearly inform motorists of the parking restriction at the concerned location.
TC200/21.5	Holkham Avenue, RANDWICK (C), (D04356066-AL) (AD)	Extend the existing 17m No Parking zone on the northern side of Holkham Avenue, opposite property no. 6 Holkham Avenue for an additional length of 13m easterly to the existing No Stopping zone, west of Prince Street, Randwick.	Yes	To provide sufficient width for emergency vehicles access after the new installation of kerb and gutter along the northern side of Holkham Avenue.
TC200/21.6	Gordon Street, RANDWICK (C), (D04320606, D04354741-NN) (AD)	Remove the 'No Parking' restriction on the northern side of Gordon Street, opposite the garage of 30 Gordon Street, Randwick.	Yes	To reutilise parking within Gordon Street.
TC200/21.7	Marian Street, SOUTH COOGEE (C) D04344494-DA(AD)	Install 12m long No Parking restrictions on the north side of Marian Street starting at the western edge of the driveway of 2 Marian Street, South Coogee, and continue 12m west /northerly.	Yes	To provide better sightlines for the motorists at the bend
TC200/21.8	Market Street, RANDWICK (C), (D04364802-NN) (AD)	Install 'Motorcycle Parking' for a length of 3m between the northern and southern driveway of 37 Market Street, Randwick.	Yes	To provide better sight lines and prevent cars from parking over the driveway and blocking access to the driveways of 37 Market Street.
TC200/21.9	Melrose Parade, CLOVELLY (C) (D04364386-RM) (AD)	Install No Entry on both north and south side of Melrose Parade, immediate west of Thorpe Street, Clovelly.	Yes	To warn motorist they cannot travel westbound from Thorpe Street.

TC200/21.10	Moverly Road, SOUTH COOGEE (C) (D04382619-DK) (AD)	Install a temporary 15m Kiss & Go "No Parking 8am -9:30pm 2:30pm-4pm School Days" zone on the eastern side of Moverly Road, South Coogee, commencing 21m south of the raised pedestrian crossing and terminating at a distance 15m southerly.	Yes	The zone is to be installed temporary until the end of December 2021 to assist South Coogee Public School with the drop off /pick up pressures due to Covid-19 restrictions.
TC200/21.11	Ocean Lane, CLOVELLY (C), (D04337658-NN) (AD)	Extend the existing 10m 'No Stopping' restriction for an additional length of 3m south of Park Lane, opposite the garage of 1 Northumberland Street, Clovelly.	Yes	To provide sufficient turning movement to access the garage of 1 Northumberland Street.
TC200/21.12	Park Lane, CLOVELLY (C), (D04337633-NN) (AD)	Install 'No Parking' signs for a length of 5.5m on the southern side of Park Lane, opposite the garage of 4 Campbell Street, Clovelly.	Yes	To provide access to the garage of 4 Campbell Street.
TC200/21.13	Stark Street, COOGEE (C) (D04258027-HL) (AD)	Reduce the 9.2m 'Motor Bikes Only' parking on the northern side of Stark Street, by 6 metres. 10.0m east of Carrington Road, Coogee.	Yes	Observations of the 'Motorcycle parking only' bay identified few parked there and the demand for car parking is greater.
TC200/21.14	Brompton Road, KENSINGTON (H) (D04343789-RM) (AD)	Extend existing 20m of No Stopping by 6m west, on the north side of Brompton Road, west of The Serpentine, Kensington.	Yes	To allow more room in the travel lane for the eastbound traffic.
TC200/21.15	Doncaster Avenue, KINGSFORD (H) (D04374620-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 320 Doncaster Avenue, Kingsford.	Yes	Applicant no longer resides at this address.
TC200/21.16	Hincks Street, KINGSFORD (H) (D04354727-RM) (AD)	Install 6m Mobility Impaired Person's Parking Space (MIPPS), 8am- 6pm, Monday - Sunday directly in front of 10 Hincks Street, Kingsford.	Yes	To assist eligible mobility impaired residents park close to their property.
TC200/21.17	Bilga Crescent, MALABAR (M) (D04368863-RM) (AD)	Install 6m Mobility Impaired Person's Parking Space (MIPPS), 8am - 6pm, Monday - Sunday directly in front of 113 Bilga Crescent, Malabar.	Yes	To assist eligible mobility impaired residents park close to their property.
TC200/21.18	Botany Street, KINGSFORD (H) (D04372835-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 138 Botany Street, Kingsford.	Yes	Applicant no longer resides at this address.
TC200/21.19	Sackville Street, MAROUBRA (M) (D04359045-RM) (AD)	Install a 2.7m P Motor Bikes Only (NSWRR 202) zone directly in front of 66 Sackville Street, and between both driveways of 64 Sackville Street, Maroubra.	Yes	To prevent cars parking in small spaces obstructing driveway access for the residents.

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.

TC201/21 Traffic Committee Report - Works Zone - Installation and Removal of Signage - November 2021 (C & H) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2021.11.201	F2021/00658	Signage	Works Zone	AL	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	Wansey Road, RANDWICK (C)	E	26	31-33 Wansey Road	1P, 8:30am-6pm, Mon-Fri, Permit Holders Excepted, Area RA1	LA/2265/2021 D04373802-AL (AD)
2.	Doncaster Avenue, KENSINGTON (H)	E	8	4-18 Doncaster Avenue	Unrestricted Parking	LA/1994/2020 D04369969-DK (AD). The existing 35m works zone to be reduced in length as of 30 November 2021.
3.	Doncaster Avenue, KENSINGTON (H)	E	20	4-18 Doncaster Avenue	Unrestricted Parking	LA/1994/2020 D04369969-DK (AD). Additional works zone at the southern end of the site, opposite Carlton Street
REMOVAL						
4.	Alexander Street, COOGEE (C)	W	12	26 Alexander Street	Unrestricted	LA/1582/2021 ITD-RM (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.

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 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 reinstalled 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.

TC202/21 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - November 2021 (M) (F2008/00166)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.202	F2008/00166	Signage, Parking	No Stopping		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.	Direction	Of	Ref's and / or Comments
1.	North Benvenue Street	Maroubra (M)	East & West	10m	North	Holmes Street	D04272795-RM (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.

TC203/21 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - November 2021 (C, H & M) (F2021/00209)

Index code	Trim Ref:	Category	Sub Category	By	AD
2021.11.203	F2021/00209	Road Safety	Road Safety	TL	Yes

The State Government provides regular funding under a number of programs for road safety, pedestrian and bike riding improvements. These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available for pedestrian safety projects. Randwick Council was successful in securing funding for seventeen projects for the 2021/2022 financial year. The total funds secured by Randwick Council for this financial year exceed \$2,990,000. All projects are 100% externally funded.

The following table shows the status of projects approved for the current, 2021/2022, year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2021/22 Funding Allocation	Monthly Status
P.0070089	Oberon Street and Arden Street, Coogee Improve deflection angle of existing roundabout	NSW Safer Roads	\$94,619	Design development is underway within the Council's civil design team
P.0069754.06	Moverly Road, Maroubra - Raise existing pedestrian crossing, create wombat crossing	Federal Stimulus Road Safety Program School Zones (FSRSPSZ)	\$150,000	Design development is underway within the Council's civil design team
P.0069760.01	Anzac Pde at Franklin Street (southern intersections), Matraville - Signalise multi-carriageway intersection	FSRSPSZ	\$1,300,000	Design development is underway utilising a specialist consultant & ongoing discussions are being undertaken with TfNSW

P.0069754.07	Perouse Road (at Aeolia Street), Randwick - Raise existing pedestrian crossing, create wombat crossing	FSRSPSZ	\$150,000	The design has been completed (see related item in this month's Agenda).
P.0069754.08	Botany Street (at Waratah Avenue), Randwick - Upgrade existing pedestrian refuge	FSRSPSZ	\$60,000	This device has now been installed.
P.0069754.09	Rainbow Street (at Ellen Street and Hendy Avenue), Coogee - Install two pedestrian refuges	FSRSPSZ	\$160,000	<u>Rainbow/Ellen:</u> Three design options have been completed (see related item in this month's Agenda). <u>Rainbow/Hendy</u> This device has been installed.
P.0069754.10	King Street, Randwick- Install pedestrian refuge near Montefiore Randwick	FSRSPSZ	\$100,000	Completed design is now with RCC Project Group for construction.
P.0069754.11	Clovelly Road (near Dans Avenue / Knox Street), Clovelly - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	The design has been completed (see related item in this month's Agenda).
P.0069754.12	Maroubra Road & Hannan Street, Maroubra - Install pedestrian refuge and kerb nibs	FSRSPSZ	\$100,000	<i>Given the Maroubra Rd traffic route study (currently underway), TfNSW has agreed that this project be supplanted by the Barker Street pedestrian refuge, west of Easy Street (see item below)</i>
P.0069754.12	Barker Street, west of Easy Street, convert roundabout splitter island to fully dimensioned pedestrian refuge	FSRSPSZ	\$100,000	The design has been completed and this project will soon be with RCC Project Group for construction.
P.0069754.13	Varna Street (at Arden Street), Clovelly - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed.
P.0069754.14	Oberon Street & Higgs Street, Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	The design has been completed and this project will soon be with RCC Project Group for construction.

P.0069754.15	Bream Street (at Mount Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway within the Council's civil design team.
P.0069754.16	Brook Street (at Clovelly Road), Coogee - Upgrade exist. ped. refuge	FSRSPSZ	\$80,000	<i>During design development it was recognised that the required design constraints would result in no actual improvements to the existing pedestrian refuge at this site (It is also noted that there have been no known community concerns raised about the operation of the existing pedestrian refuge) Accordingly, Randwick Council sought TfNSW's & CRS's approval to replace this project with the pedestrian refuge previously approved by the Traffic Committee at the Arden Street / Bream Street intersection. (see item below)</i>
P.0069754.16	Arden Street, just south of Bream Street - Install pedestrian refuge	FSRSPSZ	\$80,000	The design has been completed (see related item in this month's Agenda).
P.0069754.17	Chepstow Street (at Stanley Street), Coogee - Install pedestrian refuge	FSRSPSZ	\$100,000	Given site constraints it was agreed replace proposed ped. refuge with a raised platform proposal. And, given their upcoming DA works, contact was made with Emanuel School. Further negotiation is now required to sort timing of construction of their DA project and of RCC's traffic device. Some delays are expected.
P.0069754.18	Carter Street (at Avoca Street), Randwick – Install continuous footpath treatment	FSRSPSZ	\$100,000	The design has been completed and this project will soon be with RCC Project Group for construction.
P.0069754.19	Clovelly Road (at Centennial Avenue), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	Design development is underway utilising a consultant.
P.0069754.20	Church Street (at Frances Street), Randwick - Install pedestrian refuge	FSRSPSZ	\$100,000	This device has been installed.

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

Mr Lehmann reported that BIKEast had stressed that all facilities should be designed and constructed with the needs of pedestrians and bike riders in mind.

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.

General Business

Urgent Matters OR Matter for Future Investigation

205/21 Expressions of Gratitude for Councillor Support

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2021.11.205		Other	Other	TL	Yes

Mr Lehmann informed the Committee that, with the upcoming local elections, there is likely to be a change of Randwick Councillors. In particular, he identified that Councillor Lindsay Shurey, a regular participant in Traffic Committee meetings, has chosen not to re-contest the upcoming election. Councillor Shurey thanked the Committee for its efforts over the years. Mr Lehmann expressed, on behalf of the Committee, gratitude to Councillor Shurey for all the support that she had given the Committee over her years as a Councillor at Randwick City Council.

Mr Lehmann also expressed gratitude, on behalf of the Committee, to Councillor Neilson for her support and wished her well in the upcoming election.

Recommendation

That the information be received.

The meeting closed at 10:44am.

