



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 11 OCTOBER 2022 AT 9:30AM

### Traffic Committee

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

### Acknowledgement of Country

Mr Anthony Ryan (resident) acknowledged 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. The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.*

*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 Anwar Subel	Transport for NSW (TfNSW)
Const. Adam Keen	Eastern Beaches Police
Mr James Miranda	Representative for the Member for Coogee
Cr Michael Olive	Councillor (East Ward) - Traffic Committee Delegate
Cr Bill Burst	Councillor (South Ward)
Mr Van Le	Transport for NSW (TfNSW)
Ms Kate Lewis	Transport for NSW (TfNSW)
Mr Bushara Gidiess	Transdev John Holland
Ms Lillian Azrag	UNSW
Mr Lee Roberts	BIKEast
Mr Anthony Ryan	Resident
Mr Paul Chilcott	Resident

Mr Duncan Scott, Mr Sri Sritharan, Mr Chris Saunders, Ms Dilruba Akhter, Ms Jay Lee-Pieterse, Ms Manju Olegasegarem and Ms Jai Sue - Randwick City Council

**Apologies**

Apologies were received from

- Representative for the Member for Heffron
- Representative for the Member for Maroubra
- Ms Helen Fragakis, South Eastern Sydney LHD (POWH)

**Matters Arising from the Minutes OR from Council Resolutions****TC148/22 September 2022 Item TC128/22 - Maroubra Fun Run 2022 (M)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.10.148	D04703525	Event	Temporary Road Closure	TL	Yes

Mr Lehmann informed the Committee that the organisers of the Maroubra Fun Run and Oktoberfest, had informed the Council that the proposed 2022 event is cancelled. They have advised that they look forward to working with the Council on holding the event in 2023.

**Recommendation**

That the information be received.

**Declarations of Pecuniary and Non-Pecuniary Interests**

Nil

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

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

### TC135/22 Traffic Committee Report - Canberra Street and Rainbow Street, Randwick - Speed Cushions & Kerb Blisters (C) (F2021/00211)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.135	ITD	Traffic Device	Kerb Nib and Speed Humps	RM	Yes

Given the five reported injury crashes having occurred at the intersection of Canberra Street and Rainbow Street, Randwick, the Council made a submission through the 2022/23 Australian Government Black Spot Program. The submission proposed the installation of speed cushions and kerb blisters at this intersection, along with new line marking and chevron signs. The Council was recently informed that the submission was successful, and this project has had funding allocated through the Black Spot Program.



### Resourcing Strategy implications

Funding for this project has been provided for within the 2022 / 2023 Australian Government Black Spot Program.

Mr Lehmann advised the Committee that TfNSW and BIKEast had made representation regarding this matter. TfNSW had indicated approval in principle, subject to the detailed design, along with swept path diagrams - for the largest anticipated vehicles using the intersection - being submitted to TfNSW for review. BIKEast requested the design be reviewed and, if necessary modified, to ensure there are adequate opportunities for bikes to bypass the speed cushions, while clearing the proposed kerb extensions. Mr Lehmann advised that these requests would be considered within the detailed design.

### Recommendation

That the proposed speed cushions and kerb blisters, and accompanying signage/line marking, at the intersection of Canberra Street and Rainbow Street, Randwick, (as detailed in the plans shown above), are endorsed for implementation.

### TC136/22 Traffic Committee Report - Coogee Christmas Carols and NYE Coogee Sparkles 2022 (C) (F2022/00446)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.136	F2022/00446	Event	Temporary Road Closure	CS	Yes

Each year, Council organises the two popular end of year events, Coogee Carols and Coogee Sparkles. These free-entry events attract crowds in the order of 10,000 and 15,000 respectively, and therefore require traffic management, inclusive of several road closures, in order to safely manage attendees and other road users.

Council is currently in the process of procuring traffic management plans (TMPs) and traffic control plans (TCPs) for both events. Upon receiving detailed TMPs and TCPs, Council will consult with the Traffic Committee Technical Sub-Committee to obtain final approval.

In the meantime, Council is seeking in-principle support from the Traffic Committee for the road closures and associated traffic management measures described below.

#### Coogee Carols - 18<sup>th</sup> December 2022

- Road Closure(s) (between 8:15pm to 9:15pm):
  - o Arden St, between Bream St and Carr St
- Buses will be temporarily rerouted as per Figure 1 below. Council has received in principle support from the local bus operator, Transdev, for these changes.
- Note: This closure shall be implemented by Police and is similar to previous years.

#### Coogee Sparkles – 31<sup>st</sup> December 2022

The TMP arrangements for Coogee Sparkles are proposed to be generally as per the same arrangements as previous years, as per Figure 2. The primary change for this year, however, is the proposal to no longer permit buses through the road closure on Arden St, noting that allowing any vehicles through a Heavy Vehicle Mitigation (HVM) area imposes inherent safety risks.

- Road Closures (between Midday to 9:30pm)
  - o Alfreda St, from Brook St to Arden St
- Road Closures (between 7pm to 9:30pm)
  - o Arden St, from Bream St to Carr St
  - o Dolphin St, from Brook St to Arden St
  - o Brook St, from Dolphin St to Coogee Bay Rd
  - o Coogee Bay Road, from Brook St to Arden St
  - o Hill St, from Bream St to Dolphin St
  - o Baden St
  - o Beach St, south of Bream St
- Special Event Clearways will be sought from TfNSW in the same locations as the 2021 event, being Arden St, Coogee Bay Rd, Alfreda St, Dolphin St and Brook St. This is shown in Figure 3.
- Buses will be temporarily rerouted as per Figure 1 below. Council has received in principle support from Transdev for these changes.



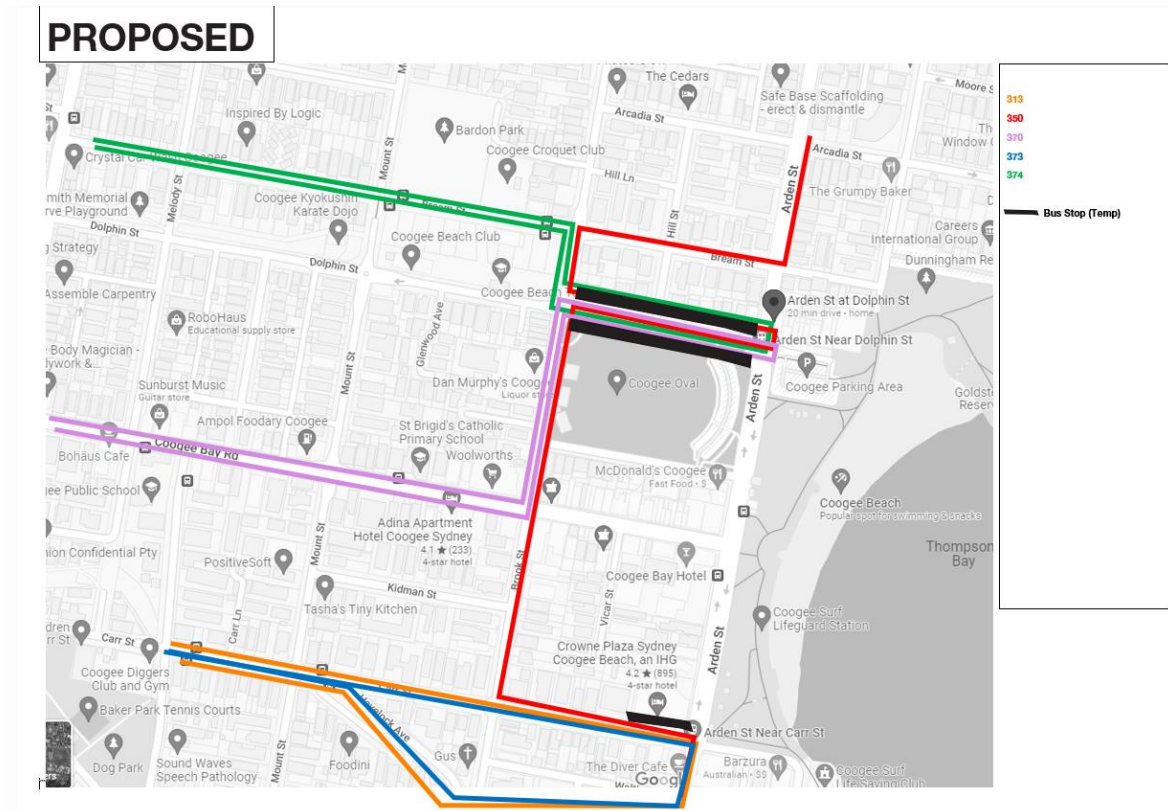


Figure 1 Proposed Bus Rerouting Plan for Coogee Sparkles and Coogee Carols 2022

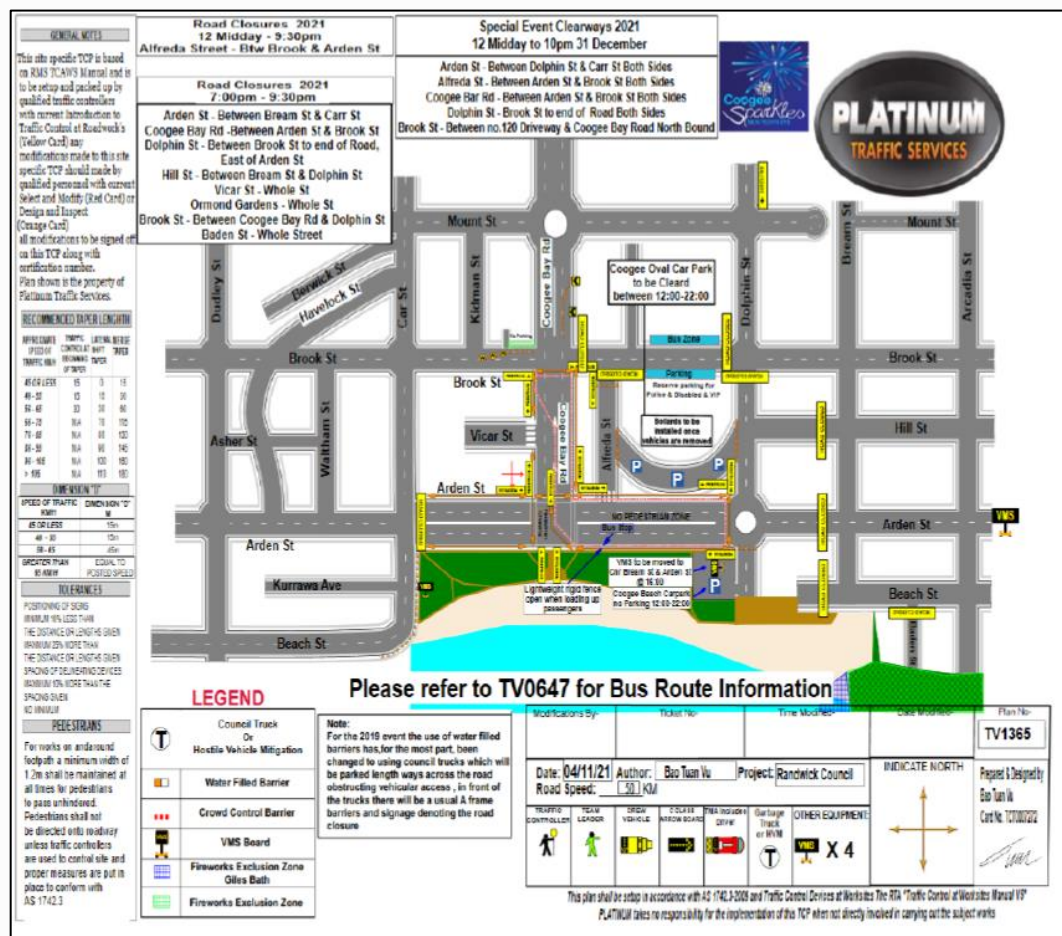


Figure 2 Indicative Road Closure Diagram for 2022 (excerpt from the Coogee Sparkles 2021 TMP)



1. The described road closures and associated traffic management measures for the Coogee Sparkles and Coogee Carols 2022 events be supported in principle, with final approval of each TMP to be subject to consultation with the Technical Sub-Committee and endorsement from the Traffic Management Centre; and
2. Council discuss, with BIKEast, the possibility of introducing bicycle valet parking for these events.

### TC137/22 Traffic Committee Report - Cuthill Street, Randwick - Step Out Speak Out 2022 (C) (F2022/00441)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.137	D04694236	Event	Road Closure - Temporary	RM	Yes

In conjunction with TC120/22 from the September 2022 Traffic Committee, Council needs to facilitate passenger drops-offs for the Step Out Speak Out 2022, being held early on the morning of Friday 25<sup>th</sup> of November 2022. NSW Police have requested that parking is restricted on the north and south sides of Cuthill Street, Randwick.

It is proposed to utilise the northern kerbside lane (lane 4) for passenger drop-off, with lane 3 closed and acting as a buffer zone. Lanes 1 and 2 will be open to traffic.

#### Resourcing Strategy implications

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

*Mr Anwar Subel (TfNSW) advised Council that a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.*

#### Recommendation

That, provided an ROL is endorsed by the Traffic Management Centre, parking restrictions and necessary traffic control are implemented early on the morning of Friday 25<sup>th</sup> of November 2022, as detailed within this report and within TC120/22 (from the September 2022 Traffic Committee meeting), to facilitate a safe passenger drop-off zone on the northern side of Cuthill Street, Randwick.

### TC138/22 Traffic Committee Report - Dolphin Street, Coogee - Coogee Beach Club - Parking Trial (C) (F2004/06136)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.138	F2004/06136	Signage, Parking	No Parking	CS	Yes

#### Background

In the March 2021 Traffic Committee meeting, it was resolved to trial an 18m long 'No Parking' area on Dolphin St, outside Coogee Beach Club. The purpose of this area was to provide a safe drop-off/pick-up area for Club patrons, thereby minimising the occurrence of double parking on Dolphin St. This was intended to address complaints from the local community regarding late-night noise disruptions from pick-up/drop-off activity, and safety issues associated with double parking. A diagram of the current trial parking restrictions is provided below.





Figure 1 - Current Trial Parking Restrictions

### Survey Results

As part of this trial, Council undertook video surveys of pedestrian and vehicular movements outside the club between the 18-21 August 2022, between 6pm-12am. Council also considered feedback from local residents, as well as feedback from Coogee Beach Club.

A summary of the survey data is provided below:

	Total Patrons (In/Out)	Vehicles Using Drop-off/Pick-up Area	Last Observed movements	Observed Double Parking Occurrences
Thursday	43	8	8:30pm	2
Friday	110	7	9:00pm	1
Saturday	262	8	9:45pm	6
Sunday	218	17	8:30pm	3

In respect to the timing of the above movements, the survey indicates that patron activity largely ceased by 9pm, with the exception of Saturday, when activity ceased at 9:45pm. The club operating closing ours are stated as 9pm Wed-Thursday, 10pm Fri-Sun.

Taking Sunday's observed peak period for drop-off/pick-up activity, the 17 observed movements over the 2.5 hours of observed activity results in a simplistic average of approximately 1 movement



every 9 minutes on a busy night. This generally aligns with observation of the video footage, where there were few occurrences of multiple vehicles requiring the area at any given time.

On this basis, the 18m trial area, which supports up to 3 spaces, is potentially underutilised. Moreover, the restriction timing does not reflect the patron activity at the club. Despite this latter point, the area remained generally unoccupied nonetheless due to the restrictions, was therefore still able to operate as a drop-off and pick up area in practice for the purpose of this trial.

In respect to double parking, this was still observed to a small extent, particularly for cars approaching in a westbound direction. It is likely that double parking occurrences in the eastbound direction was considerably reduced as a result of this trial, noting that it was still utilised by 17 vehicles during peak activity.

#### Resident Feedback

Council has received feedback from four local residents following the commencement of the trial. This feedback was all in strong opposition to the trial changes, and generally raised the following items:

- The pick-up and drop off area is not being fully utilised
- The restriction times do not reflect the club's peak operating periods
- Ubers and Taxis are still double parking
- These changes worsen the existing challenges for residents finding on-street parking.

#### Coogee Beach Club Feedback

The Coogee Beach Club provided feedback indicating that since the installation of the parking trial restrictions, the Club has not received a single noise complaint. Their position is that the parking trials have played a successful role in minimising noise and is regularly and effectively utilized. The Club expressed concerns that the reduction or removal of the No Parking area would impact on its effectiveness, requesting that the trial restrictions, in their current form, be adopted on a permanent basis. They also indicated that instances of illegal parking within the trial area considerably reduced its effectiveness.

#### Summary

In consideration of all the information at hand, it is considered that the trial drop-off pick-up period does provide value in minimising unsafe double parking practices, and seemingly also in noise management. Notwithstanding, survey data and local feedback suggest that the area is underutilised, and moreover, the restriction timing may not be in alignment with the club activity period.

On this basis, it is recommended to adopt the trial parking restrictions on a permanent basis, albeit, with the following modifications (as per Figure 2):

- Reduce the trial 'No Parking' area from 18m, down to 12m.
  - This allows for up to 2 vehicles within the drop-off/pick-up area. The remaining 6m will be reverted to the original unrestricted parking condition.
- Modify the 'No Parking' restriction times to 5pm-10:00pm (THU-SUN).
- The loading zone will be maintained as per its current form (6m length, 6am-12pm)

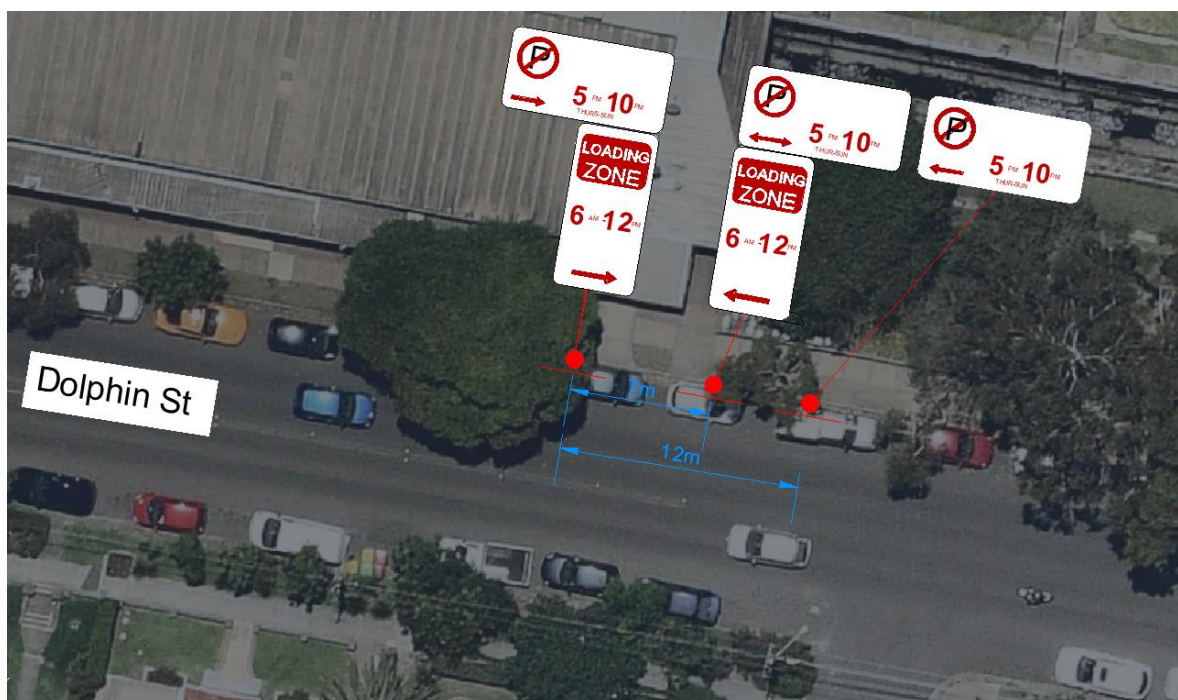


Figure 2 - Proposed Parking Modifications

### Resourcing Strategy implications

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

Mr Lehmann informed the Committee that the Council had received representations from the Club and from a local resident. The Club had requested that the existing zone length and hours of application be retained. The resident had requested complete removal of the zone so as to gain back the two valuable parking spaces.

Mr Lehmann advised that it was his recommendation that the reduced length of No Parking zone, with the reduced hours of operation would recover one parking space for residents while still accommodating, to a degree, the needs of the Club.

### Recommendation

That the parking following permanent parking modifications be endorsed:

1. Reduce the 'No Parking' area from 18m to 12m; and
2. Modify the 'No Parking' restriction times to 5pm-10:00pm (THU-SUN) and 5pm-10pm (SAT-SUN).

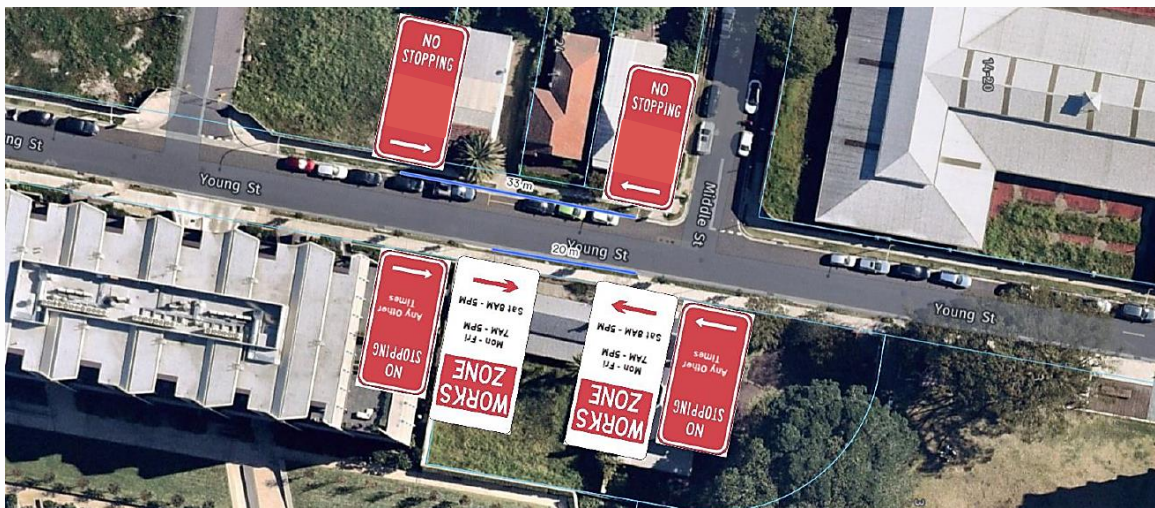
### TC139/22 Traffic Committee Report - 7 Young Street, Randwick - Works Zone (C) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.139	D04702025	Signage, Parking	Works Zone	CS	Yes

A Works Zone application has been submitted in association with the approved works to construct a child care centre at 7 Young Street, Randwick. The works zone details are as follows:

1. Initial 52 week duration
2. 20m 'Works Zone' along the site frontage (eastern side of Young St)
3. Proposed timing for the 'Works Zone' is 7am-5pm MON-FRI and 8am-5pm SAT. .
4. 33m full-time 'No Stopping' zone opposite the Works Zone.

The proposed signage modifications are shown in the Figure below.



The proposed Works Zone is currently within a 'No Stopping' area. To safely maintain two-way movement on Young St whilst operating a Works Zone in this location, it is necessary to convert a section of kerbside area opposite to 'No Stopping'. This will result in a temporary loss of approximately 5-6 unrestricted parking spaces. Whilst a loss of parking is not ideal, given that it is a temporary arrangement, and considering the need to maintain road safety, particularly near a school zone, it is considered a necessary arrangement. These Works Zone arrangements were identified in the original Construction Traffic Management Plan (CTMP), which was approved by Council on 11 August 2022.

### Resourcing Strategy implications

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

*Mr Lehmann informed the Committee that he recommends a change to the proposal. He recommended that the parking restriction along the east side of Young Street consist of the proposed Works Zone but that the proposed No Stopping At Other Times parking control not be implemented. He suggested that the kerb space be unrestricted when the Works Zone was not in operation. The Committee endorsed this approach.*

### Recommendation

That the above Works Zone and associated No Stopping signage be approved as per the provided figure.

### TC140/22 Traffic Committee Report - Harbourne Lane, west of Forsyth Street, Kingsford (H) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.140	D04702970 & D04713913	Linemarking	No Stopping	CS	Yes

Council has received multiple complaints from parents and employees of the Kingsford Early Learning Centre, regarding on-street parking on Harbourne Lane, to the rear of the Centre. These complaints date back over 10 years, and specifically relate to vehicles parking partially across the property frontage on the rear laneway. These submissions raise generally the following requests and concerns:

#### Requests

1. Remove the parking on the western end, outside the existing Ausgrid substation (refer to Figure 1)
2. Linemark the on-street parking on the eastern end to provide clearer indication to drivers.
3. Increase parking enforcement patrols in the area.



### Concerns

4. That the on-street parking in question creates a safety hazard for parents with children.
5. That the on-street parking obstructs access to the Centre's off-street parking and pedestrian access

The on-street parking locations in question are indicated in Figure 1 (western end) and Fig



Figure 1: Example: On-street parking near Western End of The Centre



Figure 2: On-street Parking near the Eastern End of the Centre, Obstructing Pedestrian Access Point

Council staff have reviewed these matters. In respect to the safety hazard, it is noted that in at least the past 10 years, there are no recorded crashes at the subject location, nor has Council been made aware of any incident. It is generally found that on-street parking actually provides a measure of traffic calming, as narrowing roadways in most cases results in slower speeds. The parked cars also act as a physical buffer between pedestrians and oncoming traffic. In light of this, the removal of parking is not considered likely to result in an increased road safety. It is also recognised that parking is in high demand by local residents and visitors alike. Finally, as access to the substation on Harbourne Lane is required by Ausgrid subcontractors on occasion, restricting parking may impact serviceability of the Substation. Therefore, it is not recommended to remove any existing parking.

Notwithstanding, it is recognised that given the limited length of available kerbside area, there is a propensity for on-street parked vehicles to overhang across the western and eastern sections of the Centre frontage, creating access issues. No Parking signs previously existed along the affected area but have since been removed. In order to discourage this parking behavior, it is recommended to undertake the following actions:

1. Install yellow "No Stopping" linemarking along the Centre's Harbourne Ln frontage, with perpendicular line markings at each end as per Figure 3 below.
2. Provide this feedback to Council's Rangers to investigate accordingly.



Figure 3: Diagram of Recommended Actions 1 & 2

### Resourcing Strategy implications

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

Mr Lehmann advised that TfNSW had requested that the location be kept under regular observation and, if parking problems continue, the yellow linemarking be supplemented with 'No Stopping' signs at either end.

### Recommendation

That:

1. Install yellow "No Stopping" linemarking along the Centre's Harbourn Lane frontage, with perpendicular line markings at each end as per Figure 3;
2. That the location be kept under regular observation and, if parking problems continue, the yellow linemarking be supplemented with 'No Stopping' signs at either end; and
3. feedback be provided to Council's Rangers to investigate accordingly.

### TC141/22 Traffic Committee Report - Virginia Street, Kensington - Speeding (H) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.141	D04669835	Road Safety	Speeding	RM	Yes

Following receipt of residents' concerns, about the speed of vehicles travelling along Virginia Street, two traffic surveys were commissioned in August 2022 for a seven-day period.

The results of the traffic counts are shown in the following tables:

Virginia Street Between Myrtle Street and Ingram Street – In front of 14 Virginia Street		Direction of Travel		
		Both Directions	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)	Weekdays Average	1,277	660	618
	7 Day Average	1,228	620	608
Weekday peak hour traffic volume start	AM 08:00	169	103	68
	PM 17:00	136	74	70
Speeds : (km/h)	85 <sup>th</sup> Percentile	53.3	52.4	54.2
	Average	45.25	44.8	45.7

Virginia Street Between Ingram Street and Lenthall Street – In front of 28 Virginia Street			Direction of Travel		
			Both Directions	Eastbound	Westbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1,465	756	708
		7 Day Average	1,401	709	692
Weekday peak hour traffic volume start	AM	08:00	187	118	70
	PM	17:00	153	73	85
Speeds : (km/h)		85 <sup>th</sup> Percentile	50.95	50.6	51.3
		Average	42.95	42.6	43.3

Whilst these traffic surveys indicate that the speeds occurring along Virginia Street are typical for such a location, it is considered appropriate to request the Police to consider speed enforcement along the street.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

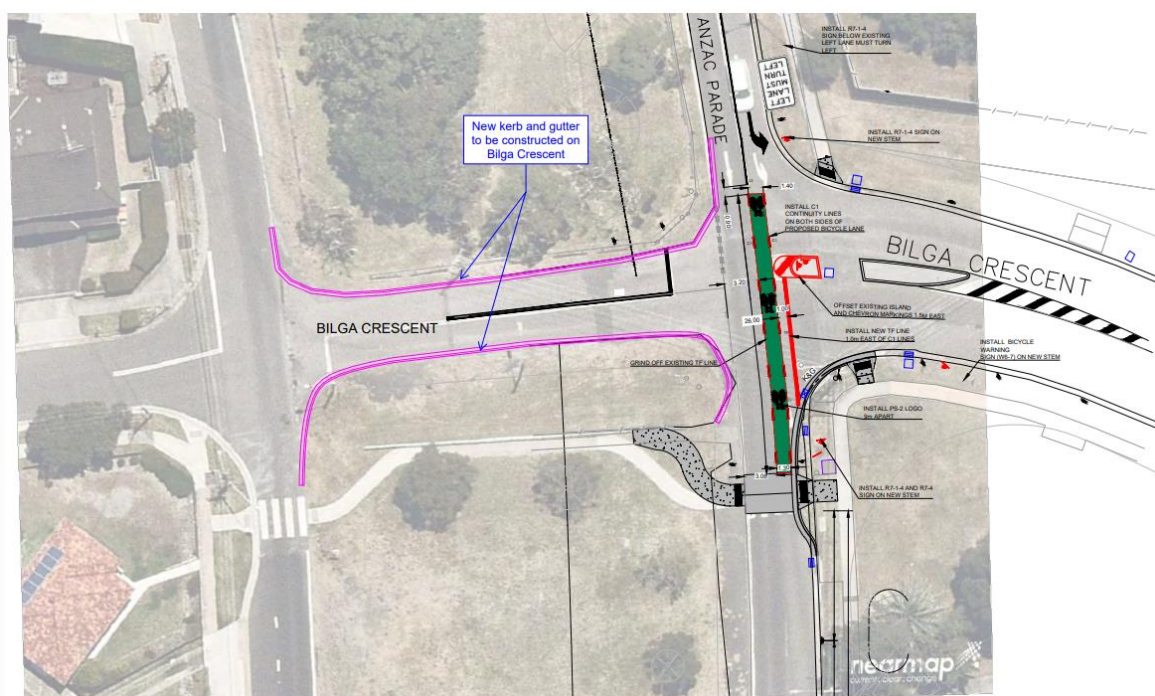
1. The results of the traffic surveys for Virginia Street, Kensington, undertaken in August 2022, be noted;
2. A request be submitted to the Highway Patrol for the consideration of speed enforcement along Virginia Street; and
3. The person raising concerns about this matter be informed of the results.

### TC142/22 Traffic Committee Report - Bilga Crescent and Anzac Parade, Malabar - intersection improvements (M) (F2021/00211)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.142	ITD	Linemarking	Bike Lane / Logo	RM	Yes

Given the four reported injury crashes having occurred at the intersection of the southbound Anzac Parade carriageway and Bilga Crescent, Malabar, the Council made a submission through the 2022/23 Australian Government Black Spot Program. The submission proposed the installation of a green bike lane across entry to Bilga Crescent and to move the stop line forward, as illustrated in the plan below. The Council was recently informed that the submission was successful, and this project has had funding allocated through the Black Spot Program.





### Resourcing Strategy implications

Funding for this project has been provided for within the 2022 / 2023 Australian Government Black Spot Program.

Mr Lehmann informed the Committee that TfNSW had requested that the detailed design be submitted to TfNSW for review. They had also provided guidance on some aspects of the design. BIKEast expressed gratitude for this proposal as they considered that this location has been somewhat of a squeeze point, and this will help. They asked that a "Bicycles Excepted" sub-plate be included under the "Left Lane Must Turn Left" sign. This was agreed to, by the Committee.

### Recommendation

That the intersection of the southbound carriageway of Anzac Parade and Bilga Crescent, Maroubra, be amended as detailed within the report, and in line with the submissions from TfNSW and BIKEast.

### TC143/22 Traffic Committee Report - Moverly Road and Garrett Street, Maroubra - Roundabout (M) (F2021/00211)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.143	ITD	Traffic Device	Roundabout	RM	Yes

Given the three reported injury crashes having occurred at the intersection of Moverly Road and Garrett Street, Maroubra, the Council made a submission through the 2022/23 Australian Government Black Spot Program. The submission proposed the installation of a roundabout, with splitter islands and new line marking at the offset intersection of Moverly Road and Garrett Street, Randwick. The Council was recently informed that the submission was successful, and this project has had funding allocated through the Black Spot Program.

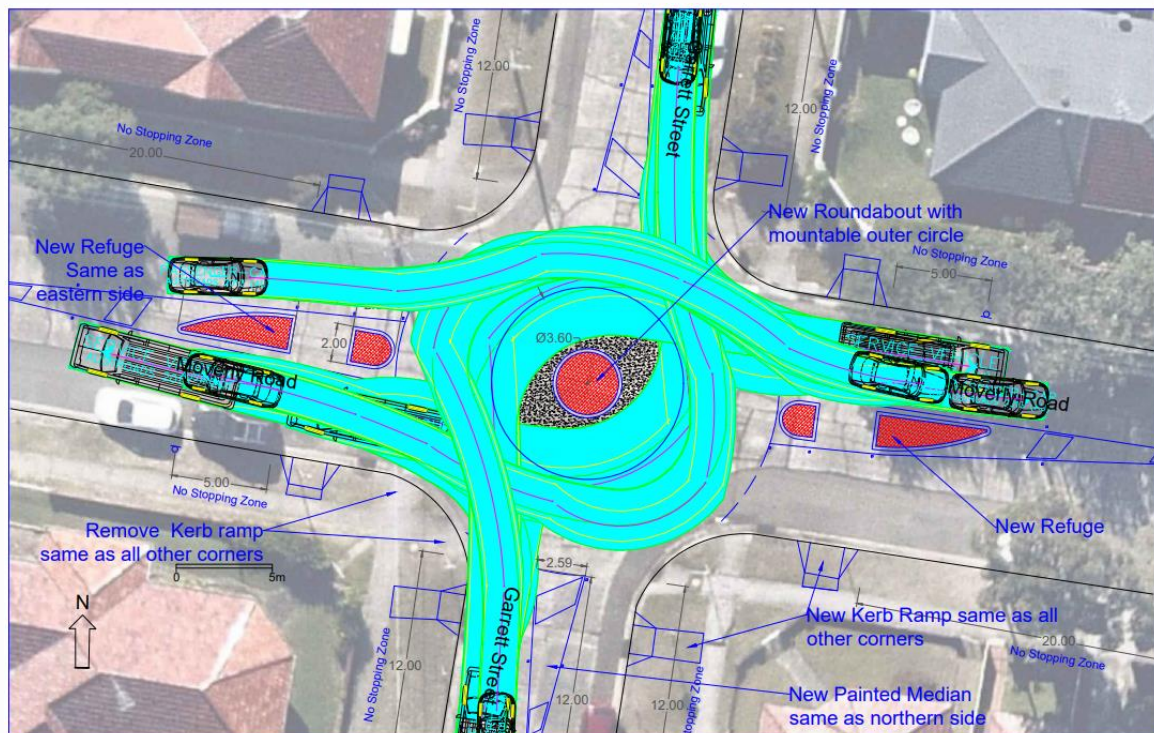
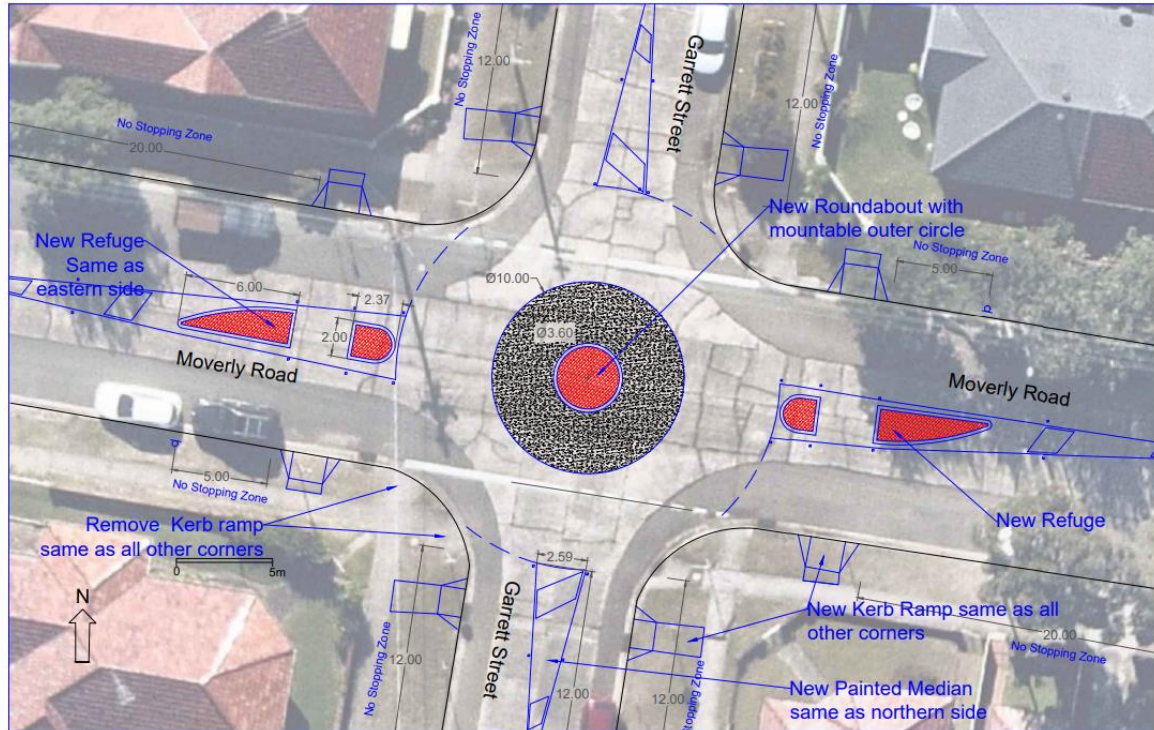
The installation of the proposed roundabout will have the benefit of reducing the speed of traffic travelling through this intersection with enhanced safety for the active transport modes (pedestrians and bike riders). The following points summarise key project outcomes:

- The roundabout simplifies the existing road geometry, while allowing for balanced traffic flow and pedestrian safety within the intersection.



- A 2.0m wide refuge has been designed for Moverly Road to accommodate bike riders using the crossing and providing more storage space for pedestrians using the crossing.
- Enhanced landscaping and overall aesthetic of the junction.

Following are two diagrams which show details of the proposed roundabout and the swept paths of service vehicles traveling through this intersection.



### Resourcing Strategy implications

Funding for this project has been provided for within the 2022 / 2023 Australian Government Black Spot Program.

Mr Lehmann informed the Committee that TfNSW had requested that the detailed design be submitted to TfNSW for review. They had also provided guidance on some aspects of the design.

### Recommendation

That the proposed roundabout at the intersection of Moverly Road and Garrett Street, Randwick (as detailed in the plans shown above), with associated signage/line making, is endorsed for implementation, noting TfNSW's guidance on some aspects of the design.

#### TC144/22 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - October 2022 (C, H & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.144	F2014/00528	Signage Parking	Loading Zone	RM	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
TC144/22.1	Fenton Avenue, MAROUBRA (M) (D04722298-RM) (AD)	Install 25m 'Loading Zone, 7am-4pm, Mon-Sat' on the eastern side of Fenton Avenue, adjacent to no.35 McKeon Street, Maroubra.	Yes	To allow delivery trucks to load off goods to nearby businesses.
TC144/22.2	Fenton Avenue, MAROUBRA (M) (F2021/00587-RM) (AD)	Install a '90° Angle Parking, Rear to Kerb Vehicles under 6m only' parking control along the eastern side of Fenton Avenue, from no.1 Fenton Avenue to no.176-178 Mons Avenue, Maroubra.	Yes	To support the linemarking and reinforce the angled parking restriction.
TC144/22.3	Maroubra Road, MAROUBRA (M) (D04647206-AY) (AD)	Install approximately 45m 'P 5min 8am - 9:30am, 2:30pm - 4pm' where there is currently 'No Parking 8am - 9:30am, 2:30pm - 4pm' on the north side of Maroubra Road, Maroubra adjacent to 214 Maroubra Road, Maroubra. (St Aidan's Catholic Primary School)	Yes	To allow for school children to be dropped off at the school
TC144/22.4	McKeon Street, MAROUBRA (M) (F2021/00587-RM) (AD)	Temporarily remove the One Way traffic control in McKeon Street, between Fenton Avenue and Marine Parade, Maroubra.	Yes	To allow residents to access the western part of McKeon Street during the trial of the partial road closure approved in TC40/22.
TC144/22.5	McKeon Street, MAROUBRA (M) (F2021/00587-RM) (AD)	Temporarily remove the No Entry signs at the western part of McKeon Street, intersecting with Fenton Avenue, Maroubra.	Yes	To allow residents to access the western part of McKeon Street during the trial of the partial road closure approved in TC40/22.



TC144/22.6	McKeon Street, MAROUBRA (M) (F2021/00587-RM) (AD)	Temporarily mark 13m white dividing S3 separation lines in McKeon Street, from the intersection of Fenton Avenue to the frontage of no.40 McKeon Street, Maroubra.	Yes	To allow the flow of two-way traffic on the western part of McKeon Street during the trial of the partial road closure approved in TC40/22.
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### 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, with plans being submitted to TfNSW with regard to Items TC144/22.2, TC144/22.4, TC144/22.5, and TC144/22.6.

### TC145/22 Traffic Committee Report - Works Zone - Installation and Removal of Signage - October 2022 (C) (F2005/00521)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.10.145	F2005/00521	Signage	Works Zone	RM	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
<b>INSTALLATION</b>						
1.	Carrington Road, RANDWICK (C)	W	12	146 Carrington Road	Unrestricted	LA/2454/2021 D04722066-RM (AD)
2.	Gordon Avenue, COOGEE (C)	W	8	20 Gordon Avenue	Unrestricted	LA/890/2022 D04716177-CS (AD) Note: Vehicle length restrictions (6.4m) to be conditioned due to limited turning area.

3.	Walsh Avenue, MAROUBRA (M)	W	15	32 Walsh Avenue	Unrestricted	LA/846/2022 D04700277-CS (AD)
4.	Botany Street, RANDWICK (C)	E	25	Sydney Children's Hospital (1-64 Eurimbla Avenue)	No Parking – Special Permit Holders Excepted (EDIC)	LA/898/2022 D04722521-CS (AD)
<b>REMOVAL</b>						
5.	High Street, RANDWICK (C)	S	20	330 Anzac Parade, Kensington NSW 2033	Unrestricted and No Parking	LA/1802/2021 D04701840-RM & LB (AD) Works Zone is located west of UNSW Gate 3.

(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.

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### 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 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 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.

**TC146/22 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - October 2022 (M) (F2008/00166)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.10.146	F2008/00166	Signage, Parking	No Stopping	RM	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.	Fenton Avenue	Maroubra (M)	East & West	10m	North	Mons Avenue	F2021/00587-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.

**TC147/22 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - October 2022 (C, H & M) (F2021/00209)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.10.147	F2004/06616 F2015/00538	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 2022/2023 financial year. To date, the total funds secured by Randwick Council for this financial year exceed \$570,000.

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. All listed projects are 100% externally funded. The following table shows the status of projects approved for the current, financial year.

RMS Project Number	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Notification received



P.0078507	Bilga Crescent & Anzac Parade, Maroubra (Intersection adjustment)	Australian Government Black Spot Program	\$30,160	Notification received
P.0078509	Moverly Road & Garrett Street, Maroubra (Install single lane roundabout)	Australian Government Black Spot Program	\$324,000	Notification received
P.0078510	Canberra Street & Rainbow Street, Randwick (Install speed cushions and kerb nibs)	Australian Government Black Spot Program	\$77,000	Notification received
P.0079383	Bundock Street and Sturt Street (Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)	Get NSW Active Program 2022/23	\$474,580	Notification received
P.0079384	Anzac Parade Paths Project (APPP) (Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)	Get NSW Active Program 2022/23	50/50 Funding  - \$396,000 TfNSW & \$396,000 Randwick Council	Notification received (Council reference D04730660)
P.0079385	Randwick to Coogee Active Transport Project: Design Funding (Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)	Get NSW Active Program 2022/23	\$776,000	Notification received

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

### Resourcing Strategy implications

Project P.0079384 is 50/50 funded by TfNSW and Randwick Council, with each agency allocating \$396,000 for this design project.

Funding for all of the other projects has been made available through Transport for NSW.

### Recommendation

That the information be received.

## General Business

### Urgent Matters OR Matters for Future Investigation

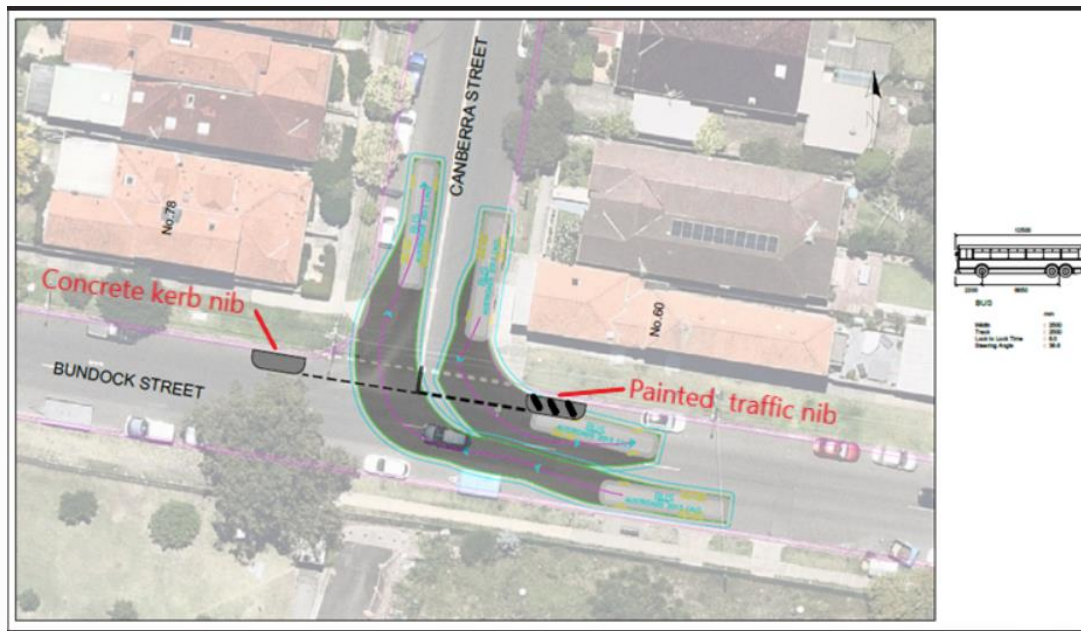
#### TC149/22 Bundock Street / Canberra Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.10.149	D04656376	Road Safety	Intersection	TL	Yes

Mr Anthony Ryan (resident) sought clarification as to the status of the proposed linemarking changes at Bundock Street / Canberra Street intersection. In particular, he asked about the proposal to bring forward the hold line for the Give Way control applying to Canberra Street motorists, as they entered Bundock Street.

Mr Lehmann advised that this matter had been investigated and that Council had finalised its analysis. He sought permission to detail within these Minutes information relating to this proposal. The Committee agreed to this approach.

Subsequent to the meeting, Mr Lehmann included the following diagram and the following text within the Minutes.



The above swept path diagram shows that two buses can negotiate the intersection concurrently, without any conflicts. However, the ability to install a concrete kerb nib in Bundock Street, on each side of Canberra Street is not possible. A concrete kerb nib would be possible upon the western side, but, given the swept path requirements of the Canberra Street bus turning left into Bundock Street, the eastern kerb nib cannot be installed in concrete. It is therefore proposed that the eastern traffic nib be created with linemarking paint only, whilst the western one be constructed in concrete.

Mr Ryan noted this advice and registered an expression of gratitude for the works done, to date:- being the extension of the No Stopping sign to the east of Canberra Street and the implementation of double centre lines on a number of the nearby Bundock Street intersections.

### Recommendation

That, provided that there are no objections from the Technical Sub-Committee:

1. The Bundock Street concrete and painted kerb nibs, proposed at the Canberra Street intersection, be installed; and
2. The Give Way hold line subsequently be brought forward, as detailed within the diagram.

**150/22 Kingsford to Centennial Park Walking and Cycling Improvements Project (C,H)**

<i><b>Index code</b></i>	<i><b>Trim Ref:</b></i>	<i><b>Category</b></i>	<i><b>Sub Category</b></i>	<i><b>By</b></i>	<i><b>AD</b></i>
2022.10.150	PROJ/10180/1527782/1	Road Safety	Intersection	TL	Yes

Councillor Burst sought clarification on the status of the removal of roundabouts along the Kingsford to Centennial Park Walking and Cycling Improvement Projects (K2CP). Mr Lehmann reminded the Committee that the original design was undertaken by Randwick City Council and was the subject of significant community consultation. In addition, the impact of the proposal was closely examined and modelled from a traffic engineering perspective. He further reminded the Committee that Transport for NSW (TfNSW) was undertaking project management of the construction of K2CP, following Council's request for it to do so.

Mr Lehmann advised the Committee that, whilst the ATC (Randwick Racecourse) had particular concerns at the Doncaster Avenue / Ascot Street intersection, the proposed removal of roundabouts along the Doncaster Avenue / Houston Road parts of the project, will be proceeding as planned. He further stated that he had been onsite numerous times at the Doncaster Avenue / Day Avenue intersection (during peak and off-peak periods) and that the intersection was, from his observations, performing satisfactorily.

Councillor Burst thanked Mr Lehmann for the explanation.

**Recommendation**

That the information be received.

The meeting closed at 10.27am.