



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 9 MAY 2023 AT 9:30 AM

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

Tony Lehmann 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:

Tony Lehmann
Ram Sritharan
Sgt Matt Thompson

Randwick City Council (Chairperson)
Transport for NSW (TfNSW)
Eastern Beaches Police

Cr Michael Olive	South Ward Councillor and Traffic Committee Delegate
Van Le	Transport for NSW (TfNSW)
Jeremia Tukadra	TfNSW
Kate Lewis	TfNSW
Bushara Gidiess	Transdev John Holland
Rino Mucciacciaro	Transdev John Holland
Lillian Azrag	UNSW
Paul Chilcott	Resident

Chris Saunders, Dilruba Akhter, James Nguyen, Ella Austin, Ruby Phillips, Amir Lahouti, Rasheeq Mahmood, Maaz Khan, Jay Lee Pieterse & Lachlan Wood - Randwick City Council

Apologies

Apologies were received from

- Cllr Philipa Veitch
- Representative for the Member for Coogee
- Representative for the Member for Heffron
- Representative for the Member for Maroubra

Matters Arising from the Minutes OR from Council Resolutions

Nil

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

Traffic Committee Reports

TC47/23 Traffic Committee Report - Brook Street, Coogee (C) (F2004/06183)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.	D04875357 & D04826318	Road Safety	Speeding	DA	Yes

Concerns have been received regarding vehicles speeding along Brook Street, between Alison Road and Bream Street, Coogee. Some residents have requested the installation of speed humps in Brook Street at this location.

Speed and traffic counts were undertaken in late March 2023 for a seven-day period to determine the extent of the speeding issue. The counts were installed at two separate locations as shown in the following image:



Image 1: Location of traffic counts

The results of the counts are summarised in the tables below:

Brook Street near No.88			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume:		Weekdays Average	6856	3164	3692
(Vehicles/Day)		7 Day Average	6559	3040	3519
Weekday	AM	8:00	710	298	412
Peak hour starts	PM	16:00	633	333	300
Speeds: (Km/H)		85th Percentile	39.1	39.5	38.8
		Average	33.9	34.2	33.7

Brook Street near No.83			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume:		Weekdays Average	6849	3177	3671
(Vehicles/Day)		7 Day Average	6557	3045	3511
Weekday	AM	8:00	705	296	409
Peak hour starts	PM	17:00	613	291	322
Speeds: (Km/H)		85th Percentile	52.9	53.4	52.3
		Average	46.4	47.4	45.5

The data highlights that the average daily traffic volumes are acceptable in an urban setting.

In addition to the traffic surveys above, an analysis of the most recently available crash data was undertaken in Brook Street between Alison Road and Bream Street. Regarding crash data, the Council receives on a quarterly basis, comprehensive vehicle crash information from Transport for NSW (TfNSW). This TfNSW data is based on actual Police reports relating to collisions where vehicles have had to be towed away, or, relating to collisions resulting in injuries or fatalities. Generally, this data is received 9-12 months after the events.

This analysis revealed that there has not been single crash reported in the 5-year (60 month) period from October 2016 to September 2021.

Given that the 85thile speed for northbound traffic in Brook Street between Arcadia Street and Alison Road is over 50km/h speed limit, it is recommended that speed data be forwarded to the NSW Highway Patrol for consideration of targeted enforcement.

Resourcing Strategy implications

There are no financial implications arising from this report.

Mr Gidiess (Transdev John Holland) stated that, if the Council were to consider any vertical traffic control devices, they must be no higher than 75mm. This will ensure the safe passage of buses. Mr Lehmann acknowledged this requirement.

Councillor Olive suggested that feedback be received from the Police following enforcement activity. Sgt Thompson agreed that this was possible.

Recommendation

That:

1. The Brook Street traffic count data is forwarded to NSW Highway Patrol for their consideration of appropriate enforcement
2. The residents are informed of the outcome of the investigations into their concerns.

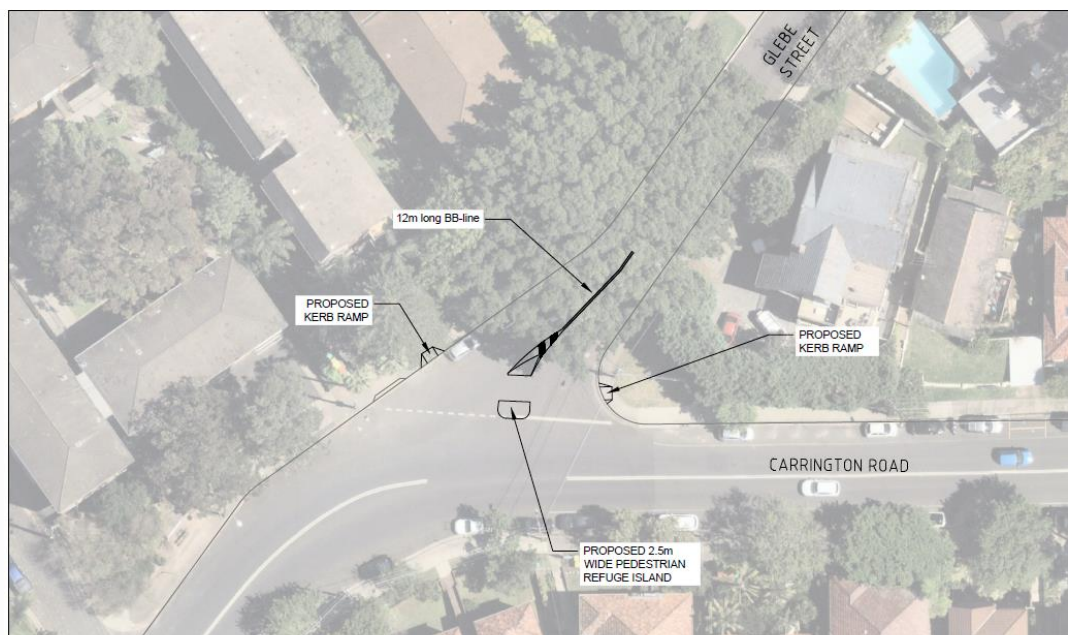
TC48/23 Traffic Committee Report - Glebe Street, at Carrington Road, Randwick (C) (F2005/00825)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2022.04.42	D04796668	Pedestrian	Pedestrian Refuge	DA	Yes

Some local residents have asked for improved pedestrian facilities for crossing Glebe Street, at Carrington Road, Randwick. This intersection is characterised by a wide 'bell-mouthed' layout – encouraging higher speed entry into Glebe Street, from Carrington Road.

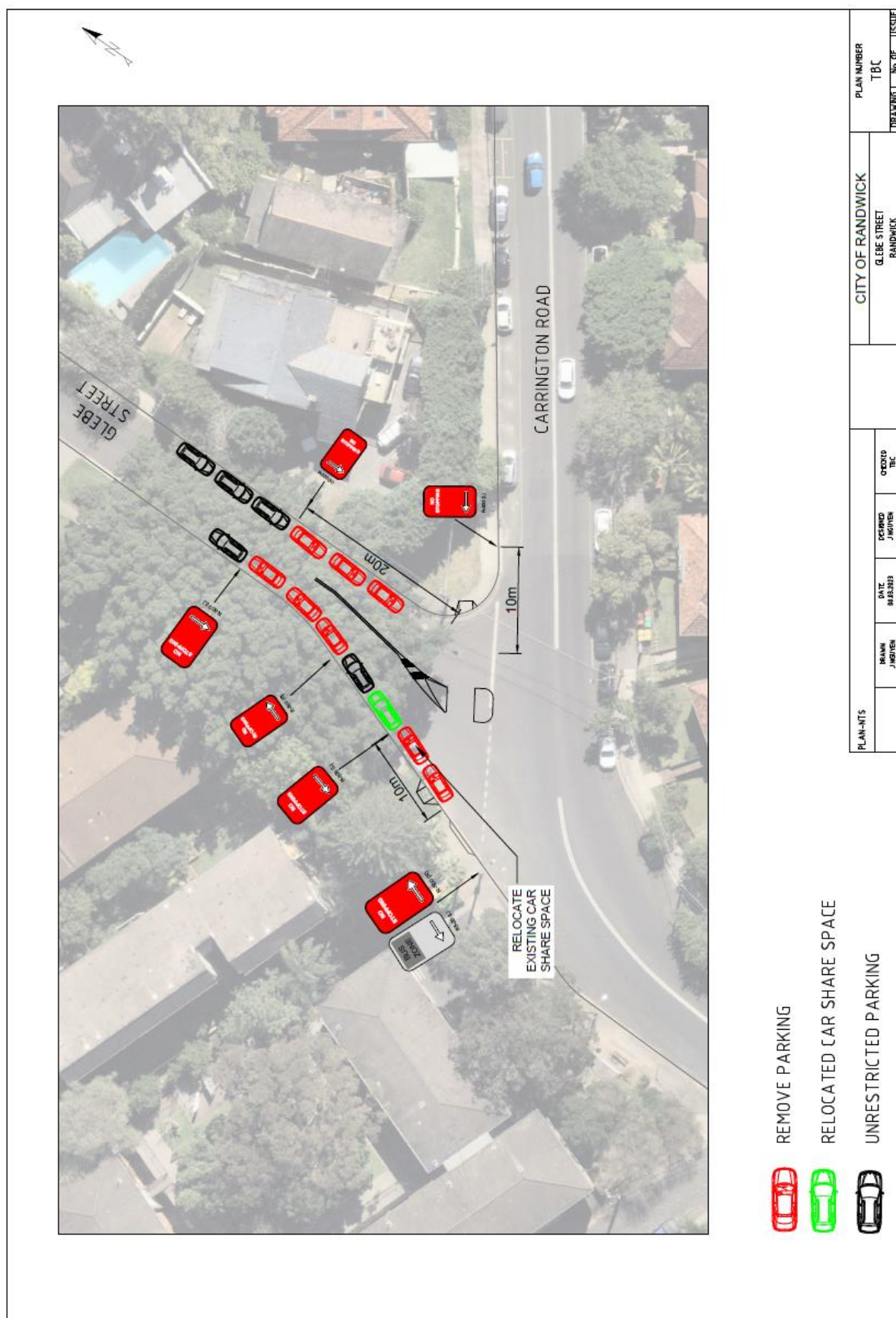
A recent traffic count data undertaken in late February 2023 shows that the 7day AADT in Glebe Street is 308 and the 85thile speed at the vicinity of this intersection is 35 km/hr. Glebe Street is a very wide intersection with Carrington Road and approximately 30m crossing distance for the pedestrians. Residents report that, as pedestrians, they do not feel safe crossing this wide mouth intersection, especially so for the less mobile pedestrians.

Therefore, it is recommended to install a pedestrian refuge in Glebe Street at Carrington Road intersection to improve the pedestrians' cross ability and reduce speed.



PLAN-NTS					CITY OF RANDWICK		PLAN NUMBER		
	DRAWN J. MUIR	DATE 10/01/23	DESIGNED J. MUIR	CHECKED TBC	GLEBE STREET		TBC		
					RANDWICK		DRAWING No.	No. OF DRAWINGS	ISSUE
					PROPOSED PEDESTRIAN REFUGE ISLAND		1	4	1

Fig 1: Concept Plan for Pedestrian Refuge in Glebe Street at Carrington Road



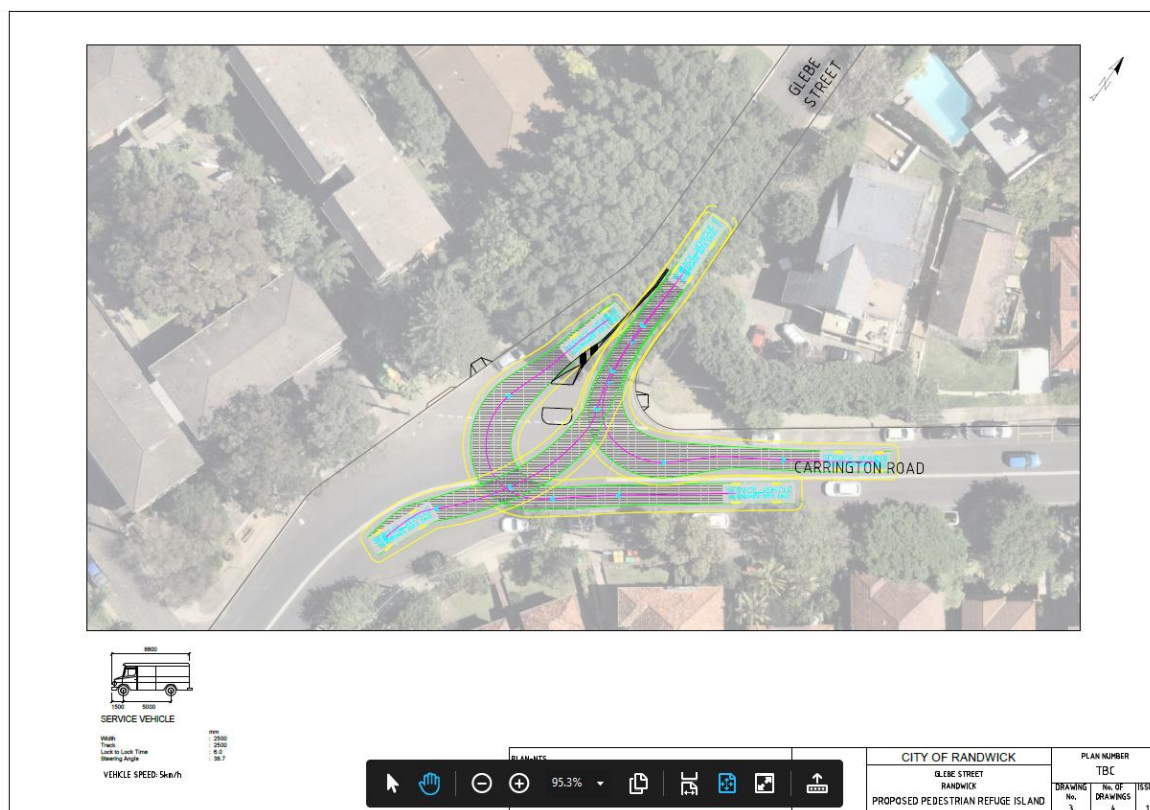


Fig 3: Swept paths for service vehicles (8.8m long)



Fig 4: Swept Paths showing Heavy Vehicles (12.8m long)

Resourcing Strategy implications

Funding is provided for within the current budget; under the 'Pedestrian Safety Improvements Program' allocation.

Mr Chilcott (resident) suggested the Council may wish to consider revising this plan by 'squaring-up' the intersection. He stated that this may reduce speeding and recover some parking spaces. He also suggested that the Council may wish to analyse the option of a central pedestrian refuge – to assist with the crossing of Carrington Road, near this intersection. Mr Lehmann acknowledged these additional treatments and suggested to the Committee that this matter be deferred, pending further investigations into these suggested modifications.

Recommendation

That: this matter be deferred pending further investigations into the suggested modifications.

TC49/23 Traffic Committee Report - Kara Lane, Randwick (C) (F2007/00524)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.	D04878349	Signage Parking	No Parking	DA	Yes

Concern has been raised over ongoing 'illegal' parking on Kara Lane, Randwick. In many cases the parking is not illegal, and therefore not enforceable. Notwithstanding, due to the restricted width of the laneway, if parking occurs on both sides, there is the potential to both obstruct through-access in Kara Lane and access to the properties through Kara Lane.

At the March 2013 Traffic Committee meeting, the following parking restrictions were approved for the eastern side of Kara Lane.

Traffic Committee recommendation:

That the following parking restrictions be applied on Kara Lane, north of Howard Street, Randwick:

Eastern side measured north of Howard Street	
0.00-10m	No Stopping
10m-43.3m	No Parking
43.3m-64.2m	Unrestricted
64.2m-78.5m	No Stopping

Following a site inspection, it has been considered that the two legal unrestricted parking spaces on the eastern side of Kara Lane may occasionally block the access through Kara Lane.

Therefore, it is recommended to restrict parking along the full length of the eastern side of Kara Lane, between Howard St and Avoca Lane.

Resourcing Strategy implications

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

Recommendation

That No Parking restrictions are implemented on the entire eastern side of Kara Lane between the existing two No Stopping signs (10m north of Howard Street and 14.3m south of Avoca Lane, Randwick).

TC50/23 Traffic Committee Report - Malabar Road, South Coogee – E1 Edge Line (C) (F2010/00243)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.	ITD	Linemarking	Edge Line	RM	Yes

Since Malabar Road between Rainbow Street and Arden Street is being resurfaced, minor changes will be implemented to the carriageway on the western side of Malabar Road, between Rainbow Street and Bundock Lane. The northbound lane of Malabar Road along with the parking lane is approximately 6m wide. The carriageway will allow the 2.1m parking lane and an excess of >3m travel lane. This width of carriageway is sufficient to allow for the safe passage of vehicles and is suitable for the medium traffic volumes accessing this section of Malabar Road.

In order to prevent vehicles obstructing the carriageway and to act as a guide for parking vehicles the installation of an E1 edge line 2.1m from the kerb would assist in the traffic management for this area.



Resourcing Strategy implications

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

Recommendation

That an E1 Edge Line be installed on the western side of Malabar Road commencing 10m south of Rainbow Street extending to 10m north of Bundock Lane.

TC51/23 Traffic Committee Report - Ocean Street, Clovelly (C) (F2005/00825)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.	D04083 576 &D0459 3060	Pedestrian	Pedestrian crossing	DA	Yes

Clovelly Bowling Club, and members of the public, have raised concerns about the safety of pedestrians crossing the Club's driveway, whilst on the Bondi to Coogee coastal walkway. The Board's concern is that motorists travelling along their driveway, heading down to the Club's parking areas, cannot see the many coastal walkway pedestrians who cross the driveway. Visibility for both drivers and pedestrians can be blocked by the height and density of shrubs between the walkway and Ocean Street.

The driveway at this section is very narrow with no footpaths on both sides. The Coastal walk is heavily used by joggers, family groups as well as older and less agile citizens.

A pedestrian count undertaken on Friday 31 March revealed 338 pedestrians crossed the driveway between 7am to 8am. The width of this section of Ocean Street is 4.8m. According to Council's adopted Guidelines for pedestrian crossings on a local road (hourly pedestrian volume equal or greater than 20 and road width is less or equal to 6m), a marked foot crossing can be supported at this location.

Therefore, following confirmation of the ownership and management of this land parcel, it is proposed to install a marked foot crossing with appropriate street lighting across the driveway off Ocean Street, leading to the Clovelly Bowling Club (as per the following concept plan).



Fig 1: Concept plan for marked foot crossing

Resourcing Strategy implications

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

Recommendation

That, following confirmation of ownership and management of this land parcel:

1. The installation of a marked foot crossing across the driveway leading to the Clovelly Bowling Club, as per the tabled plan, is approved.
2. Council's Open Space team be advised to continue maintaining the shrubs on both sides of the road regularly, to improve the visibility for both the drivers and the pedestrians at this location.
3. The Clovelly Bowling Club is consulted regarding this matter.

TC52/23 Traffic Committee Report - Donovan Avenue, Maroubra - opposite Wackett Street (M) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.	D04884637	Signage, Parking	Loading Zone, MIPPS	MK	Yes

Council has investigated and discussed parking issues with the management of Corpus Christi College, Maroubra. The school has advised the following issues:

1. On Thursdays, which is a sports day, buses arrive at around 12 noon to pick up students then return at around 2:30pm for drop off. During drop off and pickup cars are sometimes parked which causes issues for these buses.
2. There is a 42m long 10-minute parking 8.30am-6pm School days which was provided for the Our Lady of the Annunciation primary school which is no longer needed. The primary school has relocated (to the formerly named St Agnes primary school, in Matraville - recently re-named as Sacred Heart school) and the Corpus Christi College, with senior students, does not require such an extensive restricted parking area.
3. There is a 6m "MIPPS 8am- 9:30am, 2:30pm-4pm, School Days" which can be moved further east from its current position to where the 10-minute parking started.

To rectify these issues Council is proposing an 80m "Loading Zone 12pm - 2:30pm Thursday, School Days" restriction which will allow the buses to pick up and drop off the students on Thursdays. The "10-Minute Parking 8.30am-6pm School days" restriction is proposed to be removed as it is not required by the senior school. Council is also proposing to move the current "MIPPS 8am- 9:30am, 2:30pm-4pm, School Days" further east. The changes can be seen in the figures below.

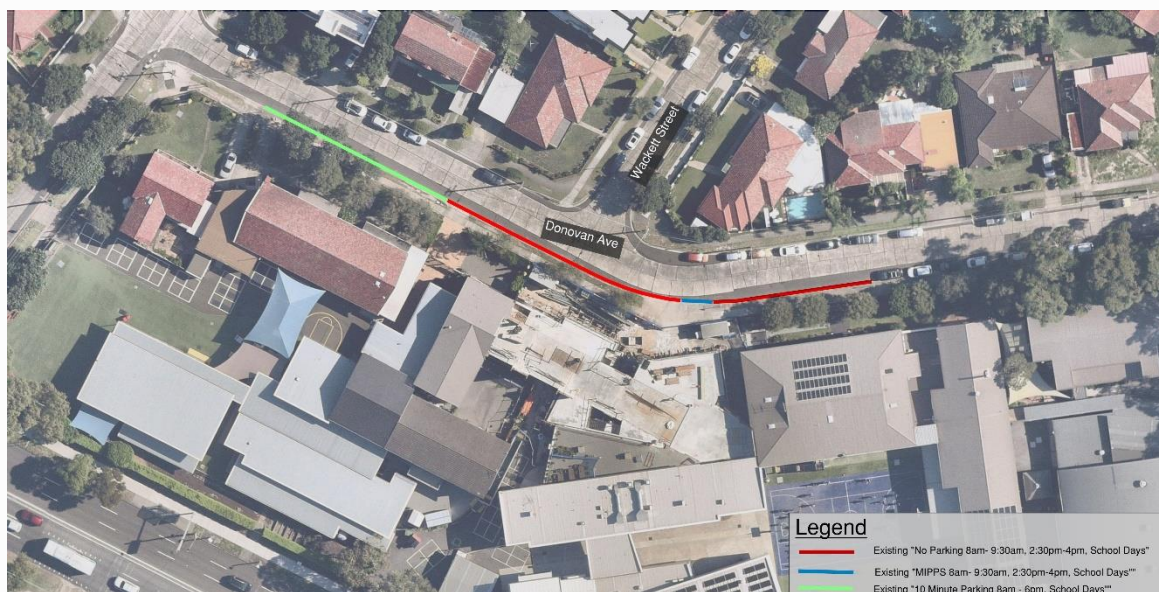




Figure 2 Proposed parking restrictions

Resourcing Strategy implications

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

Recommendation

That, the following parking controls are implemented upon the south-western side of Donovan Avenue, opposite Wackett Street, Maroubra, as detailed in the tabled diagram:

1. An 80m "Loading Zone 12 noon - 2:30pm Thursday, School Days" restriction, is installed.
2. The existing "10-Minute Parking 8.30am-6pm School days" restriction, is removed.
3. The current "MIPPS 8am- 9:30am, 2:30pm-4pm, School Days" is moved further east, as detailed.

TC53/23 Traffic Committee Report - Fitzgerald Avenue at Bernie Kelly Drive, Maroubra (M) (F2005/00825)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.	D04445250	Pedestrians	Pedestrian crossing	DA	Yes

A resident raised concern about pedestrian safety and pedestrian cross ability at the roundabout of Fitzgerald Avenue and Bernie Kelly Drive, Maroubra. The resident advised that during busy summer period, many pedestrians cross the eastern leg of Fitzgerald Avenue and Bernie Kelly Drive and put themselves at risk of conflicting with vehicles.

Subsequently, a vehicle and pedestrian count was organized in early December 2022 to gauge if a marked foot crossing is warranted at this location. The two counts locations at the roundabout are shown in Fig 1.

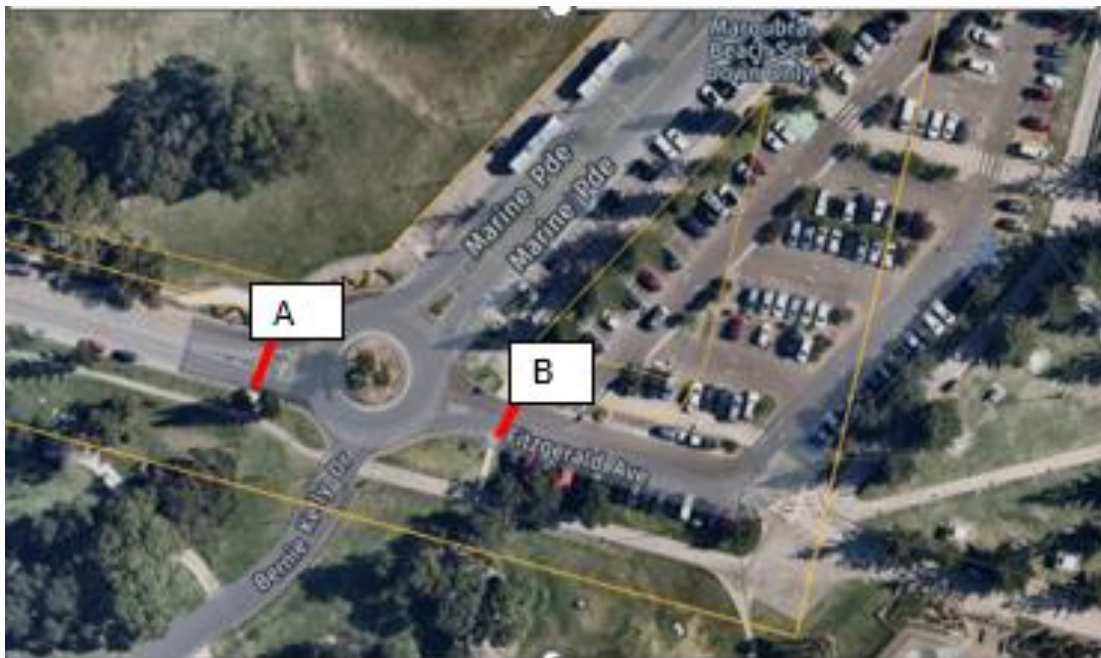


Fig 1: Intersection of Fitzgerald Avenue, Marine Parade and Bernie Kelly Drive

The analysis of the pedestrians and vehicles count in morning and afternoon peak has been presented in the following table:

Pedestrian and vehicle count data

Location A (<i>west of roundabout</i>)		Location B (<i>east of roundabout</i>)	
Morning Hourly Peak pedestrians (8:15am-9:15am)	Morning Hourly peak vehicles (8:15am-9:15am)	Morning Hourly peak pedestrians (8:15am-9:15am)	Morning Hourly peak vehicles (8:15am-9:15am)
11	805	24	133
Afternoon Hourly Peak pedestrians (3:45pm-4:45pm).	Afternoon Hourly Peak vehicles (3:45pm-4:45pm).	Afternoon Hourly Peak pedestrians (3:45pm-4:45pm).	Afternoon Hourly Peak vehicles (3:45pm-4:45pm).
10	1152	22	124

According to Council's adopted guidelines for pedestrian crossings (pedestrian hourly volume is equal or greater than 20 and road width is equal or less than 6m) the installation of a marked foot crossing at "location B" is warranted. Therefore, it is proposed to install a marked foot crossing on the eastern leg of Fitzgerald Avenue at location B as per the following concept plan.



Fig 2: Concept Plan for proposed pedestrian crossing

In addition, it is also suggested that another marked foot crossing in Bernie Kelly Drive be installed to establish the continuous link for the safe crossing for the pedestrians.

Resourcing Strategy implications

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

Recommendation

That:

1. Installation for a marked foot crossing on the eastern leg of Fitzgerald Avenue at location B as per the concept plan is approved and
2. Another marked foot crossing (and associated streetlight) in Bernie Kelly Drive is also installed to establish the continuous link for the safe crossing of pedestrians.

TC54/23 Traffic Committee Report - Maroubra Road, Maroubra - Linemarking - near Malabar Road and French Street (M) (F2010/00243)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.	F2023/02312	Linemarking	Edge Line	JN	Yes

To improve delineation of the parking and travel lanes on Maroubra Road, between French Street and Malabar Road, it is proposed to install edge line marking on both sides of Maroubra Road as per the concept plan below. The proposal will create a 2.0m to 2.3m wide parking lane and retain a

minimum 3.2-metre-wide travel lane to accommodate buses. Most of the widths of the travel lanes are greater than 3.2 metres.

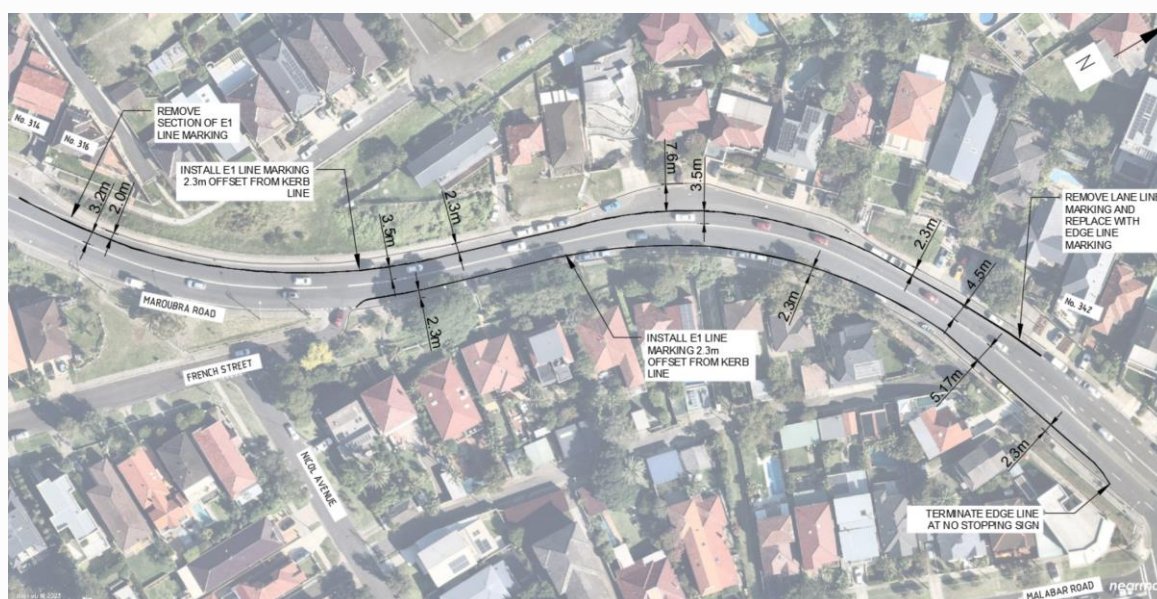


Figure 1 - Concept plan

Traffic counts were undertaken of Maroubra Road, outside property no.359, between Thursday 23 March 2023 and Thursday 30 March 2023.

The 85th percentile speed recorded was 53.2 km/h in the northbound direction and 51.2 km/h in the southbound direction, and a 7-day average volume of 11,447 vehicles per day, in both directions was recorded. To manage speeding along this section of Maroubra Road, Randwick City Council have requested that NSW Police arrange for increased enforcement.

In addition, to improve safety for motorists parking along the kerb, edge line marking is proposed to improve delineation between parked vehicles and the travel lane and to provide a safety buffer for motorists exiting or entering their vehicles. The edge line marking would also likely reduce vehicle speeds as there would be a dedicated travel lane that appears to be narrower than the existing condition.

The proposed edge line marking meets the warrants for use in Transport for NSW's Technical Direction for Delineation – Section 4 Longitudinal markings; traffic volumes exceed the required 4000 vehicles per day on urban roads.

Resourcing Strategy implications

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

Recommendation

That the proposed edge line marking on Maroubra Road, Maroubra, between no. 316 and no.352 on the northern side, and between French Street and Malabar Road, on the southern side, is installed.

TC55/23 Traffic Committee Report - Resident Parking Survey Results - Area MJ4 - area opposite Eastgardens (M) (F2023/00258)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.05.56	D04652444	Signage Parking	Resident Parking	TL	Yes

Following a Council resolution on the matter, investigations were undertaken into the introduction of the Resident Parking Scheme to sections of Maroubra that are in close proximity to Westfield Eastgardens and Pagewood Green.

A report, detailing the results of the survey, and the recommendations arising from the survey, were tabled at the meeting. Following is that report.

The Traffic Committee Report No. TC56/23 noted that a survey was undertaken to investigate the introduction of a Resident Parking Scheme to sections of Maroubra that are in close proximity to Westfield Eastgardens and Pagewood Green. The survey results are presented below:

About the Survey

In April 2023, the Council invited residents, within a part of the area to be known as the MJ4 Resident Parking Area, to participate in a resident parking review survey. The letter to the residents invited them to participate, by visiting the council's "Your Say Randwick" website.

The residents were informed that the outcome of the survey will determine if additional resident parking zones are needed to be introduced. Out of 320 residences surveyed, the Council received 110 valid responses (duplicate and out of area votes were eliminated); a 34% response rate.

Survey Findings

- Eligibility:**

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

	Base	110 (100%)
How many vehicles does your household have? (You must also include any company vehicles that are usually brought home)	None	2 (2%)
	One	25 (23%)
	Two	50 (45%)
	Three	22 (20%)
	Four or more	11 (10%)

Most households responding to the survey have two (45%) vehicles, with 20% of residents having three vehicles and 9% have four or more vehicles.

- Off-street parking access:**

	Base	110 (100%)
How many off-street parking spaces does your household have access to? (Please include all garages, carports, driveway and other parking areas for your own house or apartment)	None	8 (7%)
	One	58 (53%)
	Two	32 (29%)
	Three	5 (5%)
	Four or more	7 (6%)

Most households responding to the survey have one off-street parking space (53%). Currently, 40% of households have two or more off-street parking spaces.

- On-street parking access:**

All respondents with vehicles were asked about their experiences accessing on street parking. 52% of respondents claimed that they never experienced problem accessing on street parking, and 23% said that they did experience problems during the day and night. Where 21% of respondents claimed to experience problems finding on street parking near their residence during the day.

	Base	110 (100%)
When, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Never	55 (50%)
	Day	26 (24%)
	Night	4 (4%)
	Day & Night	25 (23%)

- **Support for the Scheme:**

Overall, 32% of respondents were in favour of the proposed implementation of the resident parking scheme, compared with 64% who were in NOT favour of the scheme. The minority of 4% were undecided.

After reading the relevant information do you support the introduction of the Resident Parking Scheme to your area?	Base	110 (100%)
	Yes	36 (33%)
	No	69 (63%)
	Don't Know / Undecided	5 (4%)

- **Summary of responses by street**

Street name	Don't know undecided	No	Yes	Grand Total	No. of eligible properties following off-street parking audit	Recommendation
Bunnerong Road	1	2	8	11	2	Add two (2) 2P Resident Parking Spaces
Cobham Street	1	7	8	16	4	Add four (4) 2P Resident Parking Spaces
Donovan Avenue		7	4	11	0	No change
Hinkler Street	2	7	8	17	4	Add four (4) 2P Resident Parking Spaces
Kingsford Street	1	10	1	12	0	No change
Paine Street		8	1	9	1	No change
Parer Street		13		13		No change
Ulm Street		3	3	6	1	No change
Wild Street		12	3	15	0	No change
Total	5 (4%)	69 (63%)	36 (33%)	110	12	

Most households (69) did not support a resident parking scheme in Area MJ4. The 36 households that supported a resident parking scheme, were located primarily on Bunnerong Road, Cobham Street, Hinkler Street and Ulm Avenue. As there was an even split of households in favour and against a permit parking scheme on Ulm Street, timed permit parking restrictions is not recommended on this street. Given more households on Donovan Avenue, Kingsford, Paine, Parer, and Wild Streets were not supportive of a permit parking scheme, timed permit parking restrictions on these streets are not recommended.

An off-street parking audit was completed to further assess households that had more resident support for a permit parking scheme, to assess their eligibility to obtain a parking permit. The audit indicates that most of the residents who supported resident permit parking on Bunnerong Road have existing off-street parking spaces and would not qualify for a parking permit, only two (2) households would qualify for a parking permit. The proposal of two resident parking spaces being installed upon Bunnerong Road will need to be forwarded to TfNSW as this is a State Road, under the care and control of TfNSW.

Of the eight (8) households that supported permit parking on Cobham and Hinkler Street, four (4) households of each street have off-street parking; and only four (4) households would qualify for permit parking on each respective street.

The proposed parking restrictions on Hinkler and Cobram Streets, and Bunnerong Road are shown below:



Figure 1 - Proposed parking restrictions - Hinkler Street, Maroubra

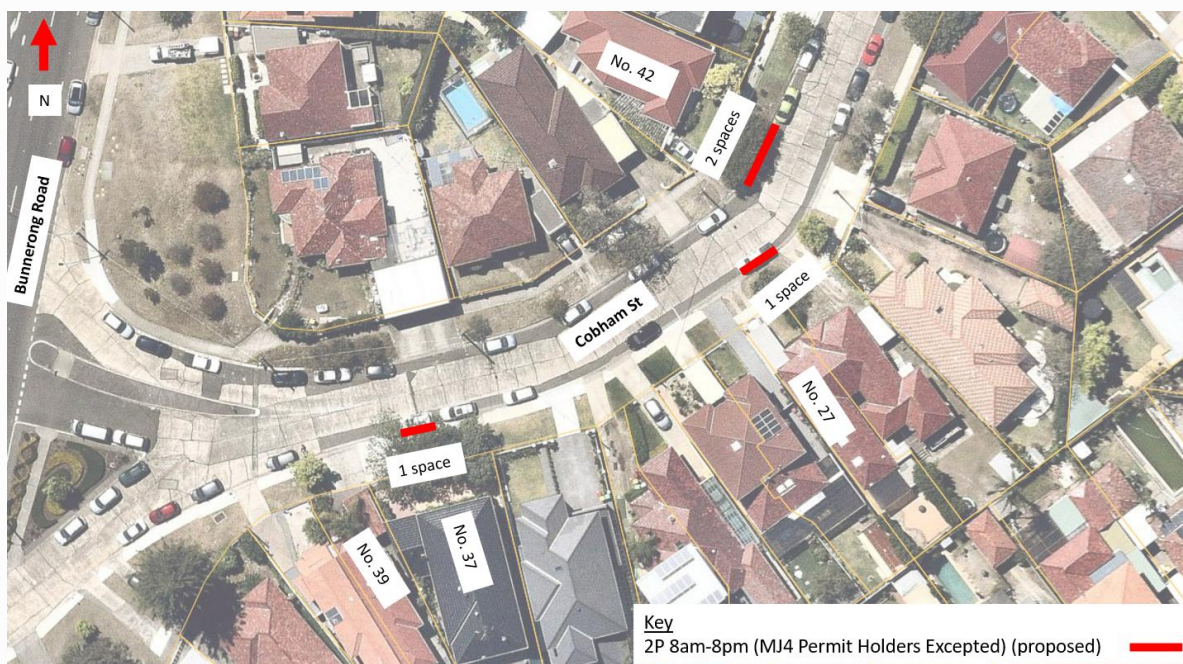


Figure 2 - Proposed parking restrictions - Cobham Street, Maroubra



Figure 3 – Proposed parking restrictions to be forwarded to TfNSW – Bunnerong Road, Eastgardens

Mr R Sritharan (TfNSW) reminded Council that the Bunnerong Road proposal would need to be referred to TfNSW as Bunnerong Road is a State Road. Mr Lehmann acknowledged this advice.

Resourcing Strategy implications

Funding is provided for within the Area Parking Scheme allocation

Recommendation

That,

1. Four (4) 2P 8am-8pm Permit Holders Excepted, Area MJ4 parking spaces be installed on the southern side of Hinkler Street as per Figure 1;
2. Four (4) 2P 8am-8pm Permit Holders Excepted, Area MJ4 parking spaces be installed on on Cobham Street, as per Figure 2, and
3. The proposal for Two (2) 2P 8am-8pm Permit Holders Excepted, Area MJ4 parking spaces being installed on the eastern side of Bunnerong Road, as per Figure 3, be referred to TfNSW for consideration.

TC56/23 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - May 2023 (C, H & M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.05.	F2014/00528	Signage, Parking	P35	MK	Yes

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

Item No	Location	Issue Request	Recommend Approval?	Comments
1.	Alison Road, RANDWICK (C) D04884637-MK (AD)	Install 5.5m P35 min restriction adjacent to 224 Alison Road, Randwick.	Yes	To assist eligible mobility impaired residents park close to their property.
2.	Wentworth Street, RANDWICK (C) D04857012-MK (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 3 Wentworth Street, Randwick.	Yes	Applicant no longer resides at this address.
3.	Young Street, RANDWICK (C) D04881203-RP (AD)	Install 5.4m "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" in the last space on west side of 2a Young Street, Randwick.		To meet the high demand from residents who are car share members in this area.
4.	Young Street, RANDWICK (C) D04881192-RP (AD)	Install 5.4m "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on west side of 42 Young Street opposite Yarraman Avenue, Randwick.		To meet the high demand from residents who are car share members in this area.
5.	Marine Parade, MAROUBRA (M) (D04873239-RM) (AD)	Install 12m Mobility Impaired Person's Parking Space (MIPPS), opposite to 96 Marine Parade, Maroubra, inside the Jack Vanny Reserve car park.	Yes	To assist eligible mobility-impaired visitors park close to local amenities.
6.	Gubbutteh Road, LITTLE BAY (M) D04881202-RP (AD)	Install 5.4m "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" in the first parking space on the north side of 14/2-4 Gubbutteh Road (near to Anzac Parade), Little Bay.	Yes	To meet the high demand from residents who are car share members in this area.
7.	Harvey Street, LITTLE BAY (M) D04881198-RP (AD)	Install 5.4m "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" in the first parking space on the north side of Harvey Street, opposite no. 33, east of Ewing Avenue, Little Bay.	Yes	To meet the high demand from residents who are car share members in this area.
8.	Jenner Street (just south of Mayo Street), LITTLE BAY (M) D04881195-RP (AD)	Install 5.4m "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" in the first parking space on east side of Jenner Street after Mayo Street, Little Bay.	Yes	To meet the high demand from residents who are car share members in this area.

9.	Bass Street, KINGSFORD (M) (D04881005-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of 2 Bass Street, Kingsford.	Yes	To assist eligible mobility impaired residents park close to their property.
10.	Daunt Avenue, MATRAVILLE (M) (D04741479-DA) (AD)	Alter the current No Parking zone located on the south side of Daunt Avenue, Matraville, at the driveway of Peninsula Village (1-7 Daunt Avenue) to a No Stopping zone	Yes	For better parking compliance to improve sightlines for emerging motorists from the shopping village
11.	McCauley Street, MATRAVILLE (M) D04912188-MK (AD)	Remove 8m No Parking restriction on the western side of McCauley Street at the frontage of no.9 McCauley Street, Matraville.	Yes	The restriction is no longer required as driveway will be removed.
12.	Bundock Canberra Lane, RANDWICK (M) D04930439-TL (AD)	Remove existing 20m length of No Parking from northern side between points 20m and 40m east of Canberra Bundock Street.	Yes	The restriction is no longer required.

Resourcing Strategy implications

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

(NB: Within item 12, some errors in the street names were advised to the Council by Mr Ryan - local resident. These errors are now corrected in the table above)

Recommendation

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

TC57/23 Traffic Committee Report - Works Zone - Installation and Removal of Signage - May 2023 (C) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.05.	F2021/00658	Signage	Works Zone	MK	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.	Botany Street, RANDWICK (C)	E	43	77 Botany Street	Bus Zone, 2P	LA/246/2023 D04903963-MK (AD)
2.	Botany Street, RANDWICK (C)	E	91	77 Botany Street	2P, No Stopping	LA/246/2023 D04904061-MK (AD)
REMOVAL						
3.	Searle Avenue, RANDWICK (C)	E	10	11 Searle Avenue	2P Resident Parking	LA/318/2022 & D04911732-DA (AD)
4.	Dutruc Street, RANDWICK (C)	W	12	40 Dutruc Street	Unrestricted	LA/274/2021 WZ-342 D04124777-LB/RM (AD)
5.	Glebe Street, RANDWICK (C)	W	15	30-32 Glebe Street	Unrestricted	LA/420/2022 (DA & LB) (AD)

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

Resourcing Strategy implications

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

TC58/23 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - May 2023 (C & M) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
203.05.	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.	Cuzco Street	South Coogee (C)	South	10m	East	Malabar Road	D04874627-RM (AD)
2.	Bass Street	Kingsford (M)	East & West	10m	South	Sturt Street	D04881005-RM (AD)
3.	Sturt Street	Kingsford (M)	South	10m	East & West	Bass Street	D04881005-RM (AD)
4.	Royal Street	Maroubra (M)	East	11m	North	Glanfield Street	D04929777-TL (AD)

5.	Jacques Street	Kingsford (M)	North & South	10m	West	Hayward Street	D04884657-DA (AD)
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(Reference [NSW Road Rule 170](#))

Resourcing Strategy implications

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

Recommendation

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

TC59/23 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - May 2023 (C, H & M) (F2004/06616)

Index code	Trim Ref:	Category	Sub Category	By	AD
2023.05.	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 \$2.2M.

These funds are made available through Transport for NSW (TfNSW). Additionally, Federal Government funding has also been made available under the federal Black Spot Program. Apart from the Anzac Paths Project (APP), all listed projects are 100% externally funded (APP is funded on a 50/50 basis). The following table shows the status of projects approved for the current, financial year.

TfNSW / (Council) References	PROJECT NAME	Program Approved	Approved 2022/23 Funding Allocation	Monthly Status
P.0077856 (D04651015)	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Consultant was recently appointed. Project has commenced.
P.0078507 (D04699235)	Bilga Crescent & Anzac Parade, Maroubra <i>(Installation of green bike lane across entry to Bilga Crescent, move stop or give-way lines forward using paint markings)</i>	Australian Government Black Spot Program	\$30,160	Final design has been prepared, and Road Safety Audit completed. Soon to be implemented..
P.0078509 (D04699235)	Moverly Road & Garrett Street, Maroubra <i>(Install a single-lane roundabout, including all traffic calming, line marking, lighting and signage)</i>	Australian Government Black Spot Program	\$324,000 (See notes below)	Design finalised. Road Safety Audit undertaken. Consultation is underway. Construction to commence soon.

P.0078510 (D04699235)	Canberra Street & Rainbow Street, Randwick <i>(Install slow-point, raised threshold at mid-block location and conflict points, install kerb blisters)</i>	Australian Government Black Spot Program	\$77,000	Design has been finalised. Road Safety Audit has been undertaken. Construction to commence soon.
P.0079384 (D04733866)	Anzac Parade Paths Project (APPP) <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	50/50 Funding - \$396,000 TfNSW & \$396,000 Randwick Council	Community consultation is currently underway - through to mid-May Other data is also being gathered,
P.0079383 (D04730658)	Bundock Street & Sturt Street Project <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	Consultant has now been engaged to finalise design. Early final design works underway.
P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Procurement documentation finalised. Early route analysis has been undertaken.

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

Resourcing Strategy implications

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

Mr Lehmann informed the Committee of the following: Regarding Item P.0078509, the proposed single lane roundabout at the intersection of Moverly Road and Garrett Street, Maroubra, the Council has received many expressions of concern from local residents. Primarily the concerns relate to the loss of 12 parking spaces in the area. Also, representations were received advising Council that the numbers of crashes occurring at this location has dropped markedly, since No Stopping signage was installed on all four corners of the intersection.

The neighbourhood at this location is regularly subject to significant parking pressures as a result of being close to two schools. Overflow parking, teacher's parking and parking associated with evening events often impact upon the local parking supply. Indeed, the parking situation regularly resulted in cars parking right up to the intersection, compromising the statutory No Stopping requirements for the intersection.

As a result of the community's concern about the parking at the intersection, the Council installed No Stopping signage on each corner. It is understood that these No Stopping signs were installed in around mid-2020. Crash data provided to the Council, since then, indicates that there have been no reported crashes at this intersection since November 2019. The most recently available crash data (to the end of June 2022) indicates that the intersection is now performing relatively safely.

Accordingly, Mr Lehmann advised, it is recommended that the roundabout be not installed at this time, that the safety of the intersection be monitored over time and that Council officers examine other options to help reduce speeds and improve the ability of pedestrians to cross Moverly Road at this intersection (e.g. a pedestrian refuge). It should be noted that the Council would re-visit the possible installation of a roundabout if future crash data were to indicate such a need.

Mr R Sritharan (TfNSW) suggested that the Traffic Committee recommendation should include that the Council make formal application to withdraw this project from the current funding round.

Recommendation

That, it is noted that:

1. Following a recent a crash history analysis, and in consideration of community feedback, it has been determined to make formal application to TfNSW to no longer proceed with Project P.0078509 (D04699235) – Installation of a roundabout at the Moverly Road & Garrett Street intersection at Maroubra (NB a formal application regarding this matter will need to be made to TfNSW), and
2. the information regarding all other projects is noted.

General Business

Urgent Matters OR Matters for Future Investigation

UB3/23 Brandon Street and Knox Street, Clovelly (C) (F2022/02312)

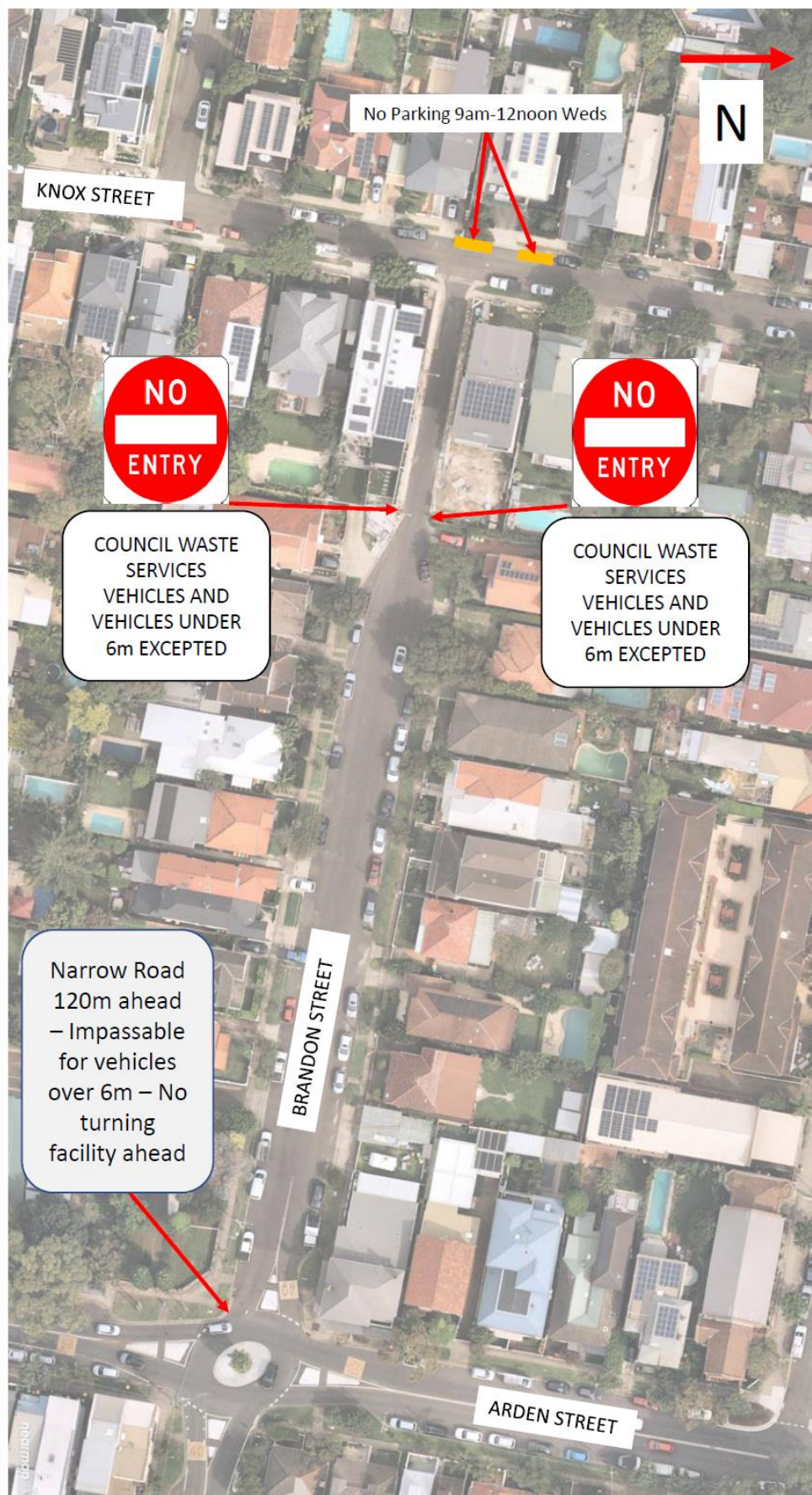
Recommendation

That, the traffic & parking controls proposed for Brandon and Knox Streets, Clovelly, as indicated upon the sketch plan tabled at the meeting, are approved for installation.

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2023.03.60	D04863392	Signage Regulatory	No Entry	TL	Yes

Mr Nguyen tabled proposed signage changes within Brandon and Knox Streets, Clovelly, These proposals are related to the Traffic Committee's recommendations in August, 2022 (TC111/22) to restrict truck movements through this very narrow road layout.

To formalise these arrangements the traffic & parking controls indicated upon the following sketch plan are recommended for installation.



The meeting closed at 10:05am.