



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 13 FEBRUARY 2024 AT 9:30AM

Traffic Committee

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

Participants:

Tony Lehmann
Ram Sriharan

Randwick City Council (Chairperson)
Transport for NSW (TfNSW)

Cr Michael Olive
Cr Noel D'Souza
Kate Lewis
Rino Mucciacciaro
Helen Fragakis
Lillian Azrag
Carmen Avila
Paul Chilcott
Anthony Ryan

East Ward Councillor / Traffic Committee Delegate
South Ward Councillor
TfNSW
Transdev John Holland
South Eastern Sydney LHD Health
UNSW
Randwick Precinct Committee
Resident
Resident

Dilruba Akhter, Amir Lahouti, Coen O'Shannessy, Lachlan Wood, Caterina Perali, Anthony Baradhy, Jay Lee-Pieterse, Padmanaban Subramanian, & Riza Veloso - Randwick City Council

Apologies

Apologies were received from:

- Mayor Phillipa Veitch
- Peter Scott, Traffic Supervisor, NSW Police
- 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

Traffic Committee Reports

TC1/24 Traffic Committee Report - Code of Conduct - Traffic Committee meetings (All) (F2024/07866)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.1	D04327917	Other	Other	TL	No

Randwick Traffic Committee meetings are operated under Council's "Code of Conduct for Council Committee members, delegates of Council and Council advisers". Access to this Code of Conduct can be gained by clicking [HERE](#).

This Code of Conduct applies to council committee members and delegates of council who are not Councillors or staff of the council. It is based on the Model Code of Conduct for Local Councils ("the Model Code of Conduct") which is made under section 440 of the Local Government Act 1993 ("LGA") and the Local Government (General) Regulation 2005 ("the Regulation").

The Model Code of Conduct sets the minimum standards of conduct for council officials. It is prescribed by regulation to assist council officials to:

- understand and comply with the standards of conduct that are expected of them
- enable them to fulfil their statutory duty to act honestly and exercise a reasonable degree of care and diligence (section 439), and
- act in a way that enhances public confidence in local government.

Councillors, administrators, members of staff of councils, delegates of councils, (including members of council committees that are delegates of a council) and any other person a council's adopted code of conduct applies to, must comply with the applicable provisions of the council's code of conduct. It is the personal responsibility of council officials to comply with the standards in the code and to regularly review their personal circumstances and conduct with this in mind.

While the Code of Conduct formally applies to the categories of persons detailed above, there is also the expectation that any person who seeks to participate in the Traffic Committee meetings, would also comply with requirements of the Council's Code of Conduct.

Attention is drawn to Clause 3.1 of the Code of Conduct:

"Clause 3.1. You must not conduct yourself in a manner that:

- a) is likely to bring the council or other council officials into disrepute
- b) is contrary to statutory requirements or the council's administrative requirements or policies
- c) is improper or unethical
- d) is an abuse of power
- e) causes, comprises or involves intimidation or verbal abuse
- f) involves the misuse of your position to obtain a private benefit
- g) constitutes harassment or bullying behaviour under this code, or is unlawfully discriminatory."

Persons who wish to learn more about the Council's Code of Conduct may contact Council's Public Officer via email at council@randwick.nsw.gov.au.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: Nil

Recommendation

That the information be received.

TC2/24 Traffic Committee Report - Doncaster Avenue, Kensington - temp. resident parking (C) (PROJ/10180/1527782/1)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.2	D05197915	Signage Parking	1p Resident Parking	CO	Yes

At Council's Traffic Committee Meeting of 14 June 2022, the Committee resolved:

"That the Manager, Integrated Transport, be delegated authority to make minor changes to parking controls along the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP), during constructions works - with a report back to the Committee with any changes made."

During Construction of the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP), the following parking modifications were made to facilitate the works:

Reference	Location	Existing Restriction	Changes Made	Date of Change
D04653647	South side of Roma Avenue, Kensington, west of Doncaster Avenue	Unrestricted	Install 6 spaces long '1P; 8am-8pm Mon-Sun, Permit Holders Excepted, Area KN1'	28/07/2022
	North side of Koorinda Avenue, west of Doncaster Avenue	Unrestricted	Install 21m and 15m long '1P; 8am-8pm Mon-Sun, Permit Holders Excepted, Area KN1'	28/07/2022
D04796808	South side of Day Avenue, Kensington, east of Doncaster Avenue	'1P 8am-8pm Mon-Sun'	Install '1P; 8am-8pm Mon-Sun, Permit Holders Excepted, Area KN1'	29/11/2022
D04796374	South side of Koorinda Avenue, west of Doncaster Avenue	Unrestricted	Install 22m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	29/11/2022
	South side of Day Avenue, Kensington west of Doncaster Avenue	Unrestricted	Install 20m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	29/11/2022
	North side of Day Avenue, Kensington west of Doncaster Avenue	Unrestricted	Install 26.5m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	29/11/2022
N/A	Doncaster Avenue, Kensington between Anzac Parade and Day Avenue	A total of 33 spaces of '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	Install unrestricted parking on both sides of Doncaster Avenue	Completed Beginning of Construction

Following completion of the K2CP cycleway along Doncaster Avenue in December 2023, the parking restrictions are set to be reverted to those conditions prior to the construction of the cycleway. The changes are:

Reference	Location	Current Restriction	Changes to Be Made	Date of Change
D05168346	South side of Roma Avenue, Kensington, west of Doncaster Avenue	6 spaces long '1P; 8am-8pm Mon-Sun, Permit Holders Excepted, Area KN1'	Unrestricted	To be Completed
	North side of Koorinda Avenue, west of Doncaster Avenue	21m and 15m long '1P; 8am-8pm Mon-Sun, Permit Holders Excepted, Area KN1'	Unrestricted	
	South side of Day Avenue, Kensington, east of Doncaster Avenue	'1P 8am-8pm Mon-Sun Permit Holders Excepted, Area KN1'	'1P; 8am-8pm Mon-Sun'	
	South side of Koorinda Avenue, west of Doncaster Avenue	22m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	Unrestricted	
	South side of Day Avenue, Kensington west of Doncaster Avenue	20m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	Unrestricted	
	North side of Day Avenue, Kensington west of Doncaster Avenue	26.5m '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	Unrestricted	
	West side of Doncaster Avenue, Kensington west of Doncaster Avenue*	Unrestricted	19 spaces '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	
D05135824	East side of Doncaster Avenue, Kensington between Anzac Parade and Day Avenue*	Unrestricted	14 spaces '1P; 8am-6pm Mon-Fri, Permit Holders Excepted, Area KN1'	December 2023

*(an error was detected in the Agenda papers regarding the side of the road for these signs. The above table has the correct side of the road.)

These changes will reinstate 33 Resident Parking Spaces on Doncaster Avenue that were removed during construction of the cycleway.

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That the parking restrictions existing prior to the construction of the Kingsford to Centennial Park Walking and Cycling Improvement Project (K2CP) be reinstalled and the temporary installed resident parking restrictions be removed.

TC3/24 Traffic Committee Report - Elphinstone Rd / Moverly Rd, South Coogee – Give Way (C) (F2023/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.3	D05121954	Signage Regulatory	Give Way Sign	RM	Yes

Concerns have been raised by a resident regarding safety at the Elphinstone Road and Moverly Road intersection. It has been reported by the resident, that occasionally, motorists exiting Elphinstone Road do not pay attention to traffic on Moverly Road and give way as they should do on a regular T-intersection.

Given the shallow angle at the intersection and the perceived behaviour of motorists on Elphinstone Road, the installation of Give way control is proposed for the intersection as shown in the diagram below.

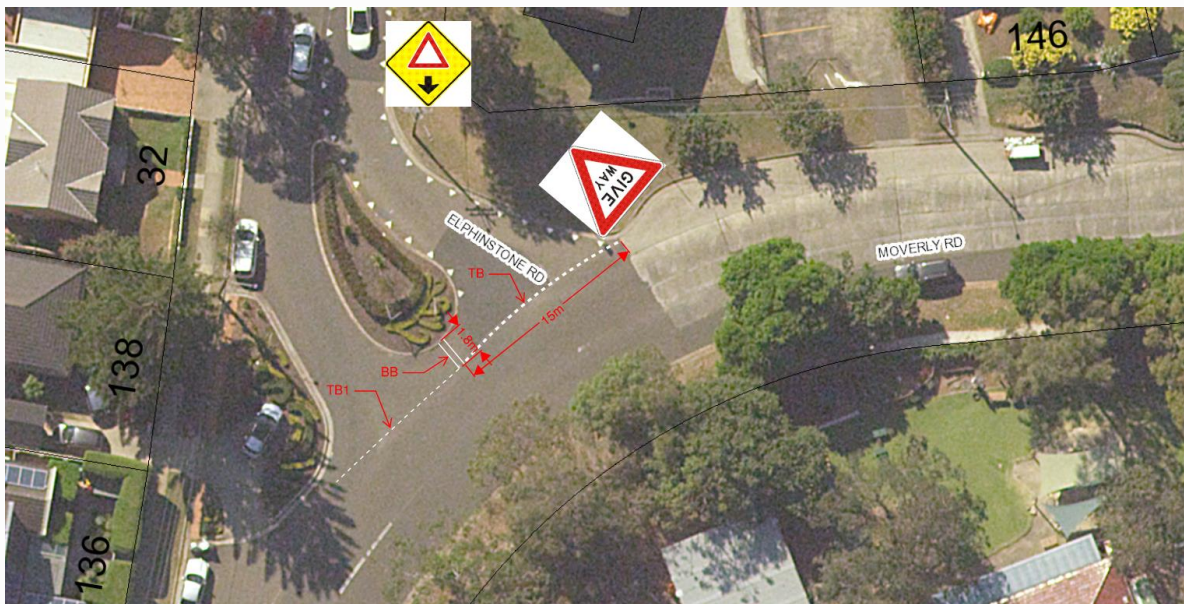


Figure 1: Give Way Proposal

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That:

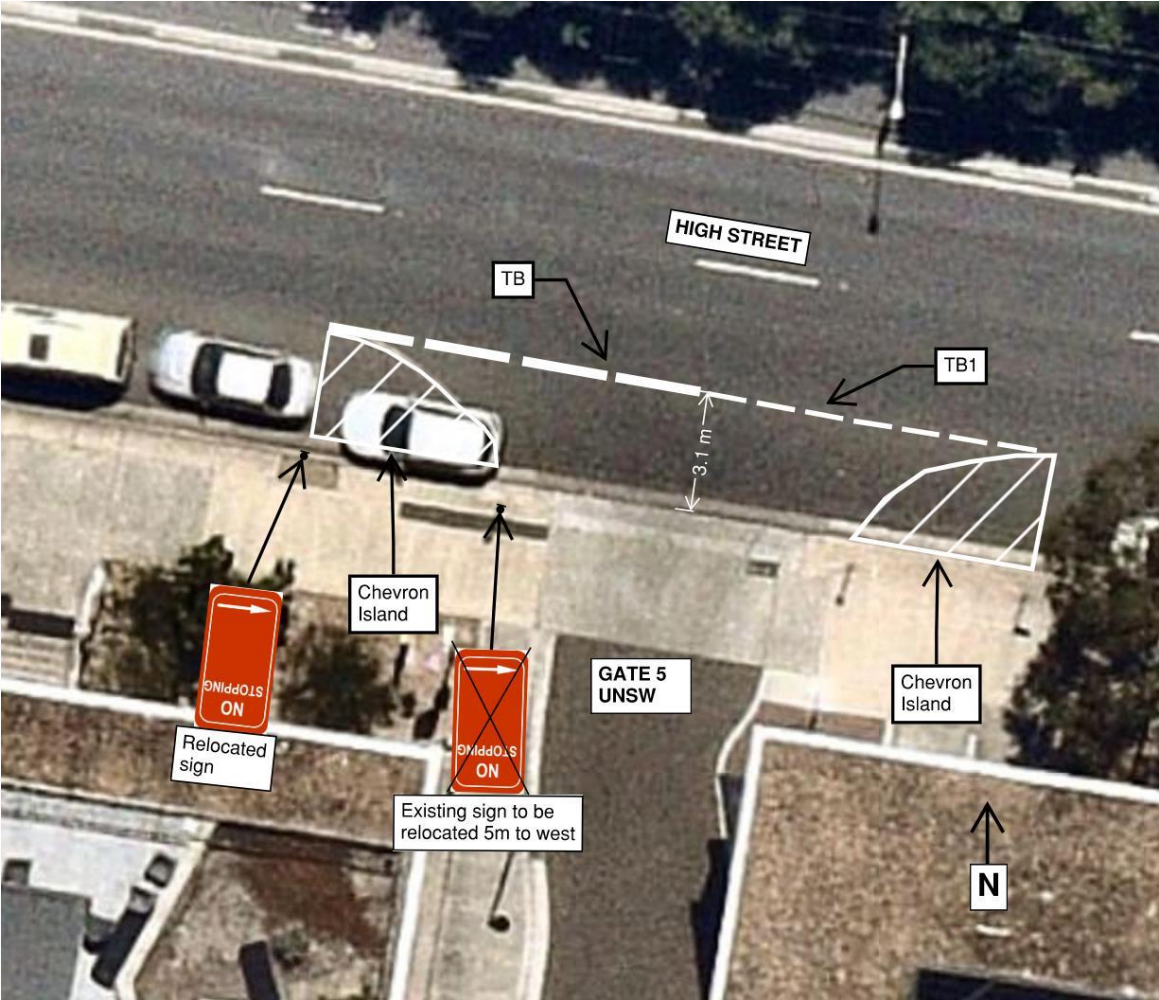
- a) Give Way control (linemarking and signs) be installed at Elphinstone Road; and
- b) Double Barrier (BB) lines be installed for a length of 1.8m at Elphinstone Road, South Coogee, north of the intersection.

TC4/24

Traffic Committee Report - High Street / UNSW Gate 5 - Painted nibs and linemarking (C) (F2023/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.4	D04936267	Line Marking	Give Way Lines	AL	Yes

Concerns have been raised about the limited sightlines when exiting University of NSW (UNSW) Gate 5 onto High Street. To enhance sightlines, it is proposed to install painted nibs and advanced Give Way hold lines (as detailed below).



Resourcing Strategy implications

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

Discussion:
Ms Azrag (UNSW) sought clarification of the proposed changes. Mr Lahouti (RCC) explained the proposal and the requirement for removal of the Stop sign within UNSW property. Mr Sritharan (TfNSW) informed Council that the Stop sign hold line should be a solid line, not a broken line as shown in the diagram.

Recommendation

That, painted nibs and advanced (unbroken) Stop sign holding lines are installed at the intersection of UNSW Gate 5 and High Steet, Kensington.

TC5/24 Traffic Committee Report - Pine Street, Randwick - Motorcycle Parking (C)
(F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.5	D05177301	Signage Parking	Motorcycle Parking	AL	Yes

Due to the construction of a new driveway at 48 Pine Street in Randwick, the available frontage for kerbside parking is no longer sufficient for two cars. Given this new constraint on parking and given the high demand for motorbike parking on Pine Street, an allocation of motorbike parking spaces on the frontage of 48 Pine Street, as illustrated in the figure below, is proposed.



Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That a short length of 'P Motor Bikes Only' parking restriction is installed at the frontage of 48 Pine Street, as illustrated within the diagram detailed within the report.

**TC6/24 Traffic Committee Report - Randwick Resident Parking Scheme, RA11 (C)
(F2023/00206)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.02.6	F2023/00206	Signage Parking	2P Resident Parking	DA	Yes

As part of its regular review of the Resident Parking Scheme (RPS), and as a result of a number of concerns expressed by residents, the operation of the resident parking scheme in the RA11 area has been examined.

The Council surveyed the residents (within the RA11 resident parking area) in August 2023 to see if there was community support for introduction / expansion of the RPS in their area. Residents received a letter informing them about the survey and about 243 responses to the survey were received.

About the Survey

In August 2023, Council surveyed some residents of Randwick area comprising the RA11 resident parking area to see if there was community support for extending the Resident Parking Scheme into the area.

Those residents being surveyed received a letter from Randwick City Council with a notification regarding the online survey. Residents could respond to the survey by visiting *Your Say Randwick* website.

Some 243 local residents responded. The following data relates to the 243 responses from residents of the proposed area.

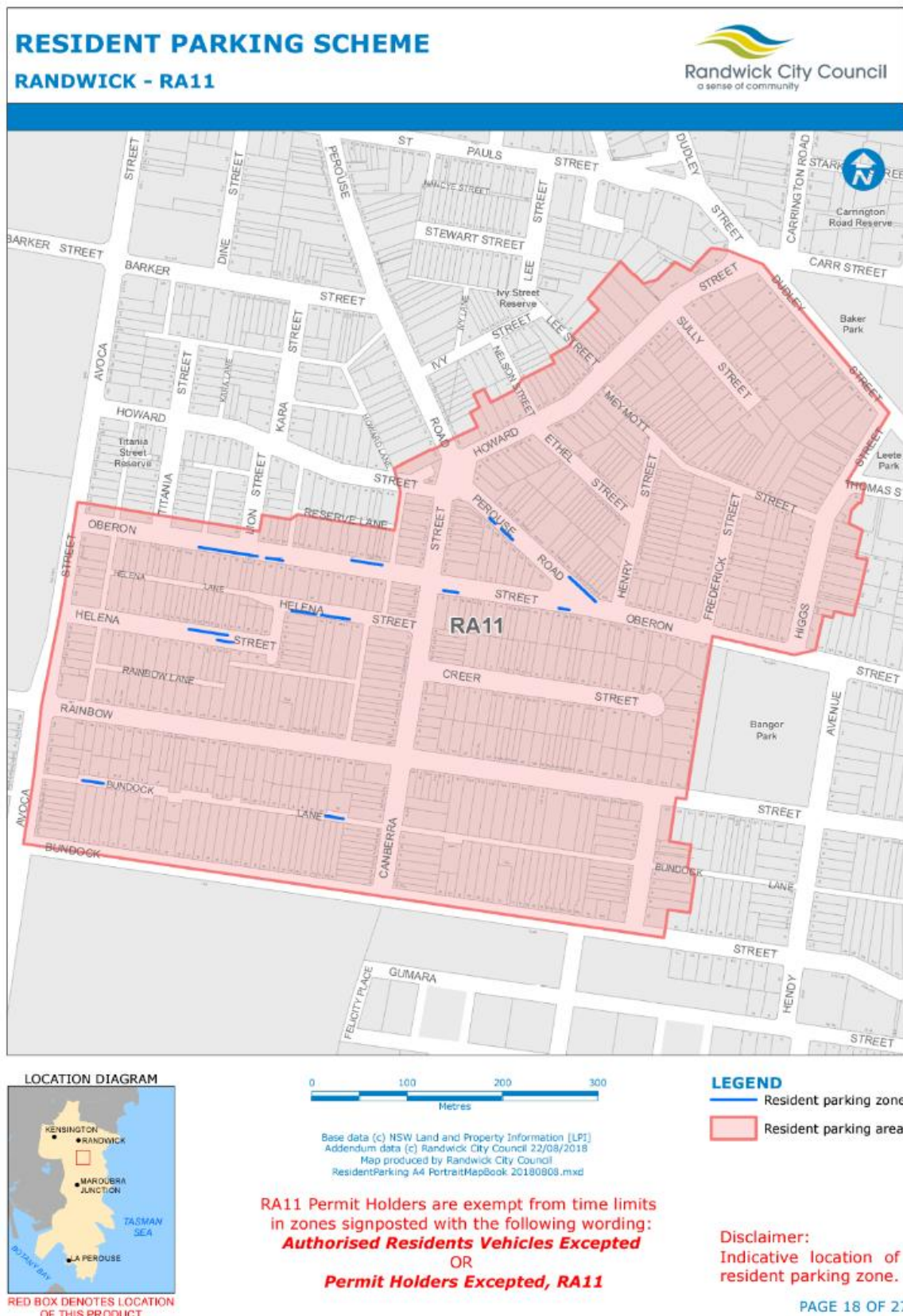
Survey findings
Eligibility:

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.

How many vehicles does your household have? Please include company cars that are usually brought home	Base	243(100%)
	None	2(.8%)
	One	84(34.5%)
	Two	111(45.7%)
	Three	34(14%)
	Five or more	12(5%)

The majority of households responding to the survey have one (34.5%) or two (45.7%) vehicles. Only 19% of the responding households have 3 or more vehicles and 0.8% have none.

How many off street parking does your household have access to?	Base	243 (100%)
	None	80(32.9%)
	One	118(48.6%)
	Two	34(14%)
	Three or more	11(4.5%)



On Street Parking Access:

All respondents with vehicles were asked about their experiences accessing on street parking. 31% of respondents claimed that they never experienced problem accessing on street parking, and a 42% said that they did experience problems both day and night.

Almost 14% of respondents claimed to experience problems finding on street parking near their residence during daytime.

How often, if ever, do you or members of your household have difficulty finding on-street parking near your residence?	Base	243 (100%)
	Never	76 (31.3%)
	Day	35 (14.4%)
	Night	30 (12.3%)
	Day & Night	102 (42%)

Overall, 52% of respondents were NOT in favour of the proposed extension of the resident parking scheme, compared with 39% who were in favour of the scheme.

After reading the Resident Parking Scheme Fact Sheet and map that came with the survey, do you support an introduction/extension of the Resident Parking Scheme to your area?	Base	243 (100%)
	Yes	95 (39%)
	No	126 (52%)
	Don't know	22 (9%)

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

Street-by-Street Results of Area RA11 and its proposed extension Resident Parking Survey					
Street	Voting		No. of existing resident parking spaces	No of existing permits	Recommendation
	No	Yes			
Avoca Street	6(85.7%)	1(14.3%)	0	0	No change
Bundock Lane	2(40%)	3(60%)	5	0	No change as existing RPS zones can service the permits holders
Bundock Street	7(87.5%)	1(12.5%)	0	0	No change
Canberra Street	10(43.5%)	13(56.5%)	0	2	Install 9 resident parking spaces (as four of the thirteen residents who voted yes are not eligible for permit)
Creer Street	8(80%)	2(20%)	0	0	No change
Dudley Street	2(40%)	3(60%)	0	0	Install 2 resident parking spaces (one is not eligible)
Ellen Street	4(57%)	3(43%)	0	0	No change
Ethel Street	2(40%)	3(60%)	0	0	No change (one is not eligible)
Fredrick Street	2(40%)	3(60%)	0	0	Install 3 spaces
Helena Street	6(25%)	18(75%)	21	10	No change as sufficient RPS parking zones are available
Henry Street	4(33%)	8(67%)	0	0	Install 8 resident parking spaces
Higgs Street	1(33%)	2(67%)	0	0	No change (one is not eligible)
Howard Street	12(70.5%)	5(29.5%)	0	0	No change
Meymott Street	3(60%)	2(40%)	0	0	No change

Oberon Street	17(63%)	10(37%)	26	14	No change
Perouse Road	0(0%)	2(100%)	10	9	No change
Rainbow Street	25(65.8%)	13(34.2%)	0	0	No change
Sully Street	14(82%)	3(18%)	0	0	No change
Thomas Street	1(100%)	0(0%)	0	0	No change

Of the nineteen streets surveyed, the majority of respondents from eight streets were in favour of introducing the Scheme into their streets.

Of these streets:

1. Bundock Lane- more resident parking spaces are available than number of permits issued, no need to install additional parking spaces.
2. Canberra Street- among thirteen yes respondents, four are not eligible, therefore nine resident parking spaces can be installed.
3. Dudley Street- among three yes respondents, one is not eligible, therefore, two resident parking can be installed.
4. Ethel Street- among three yes respondents, one is not eligible, no change is proposed.
5. Fredrick Street- among three yes respondents all are eligible, therefore, three resident parking spaces can be installed.
6. Helena Street- more resident parking spaces are available than number of permits issued, no need to install additional parking spaces.
7. Henry Street- among eight yes respondents all are eligible, therefore, eight resident parking spaces can be installed.
8. Higgs Street- among two yes respondents, one is not eligible, therefore no change is recommended.

The proposed resident parking spaces in various streets in RA11 recommended in the above table are marked in the following maps:

1. Canberra Street South of Rainbow Street – 197 Rainbow Street



Fig 1: Canberra Street east side, south of Rainbow Street



Fig 2: Canberra Street east side, north of Rainbow Street

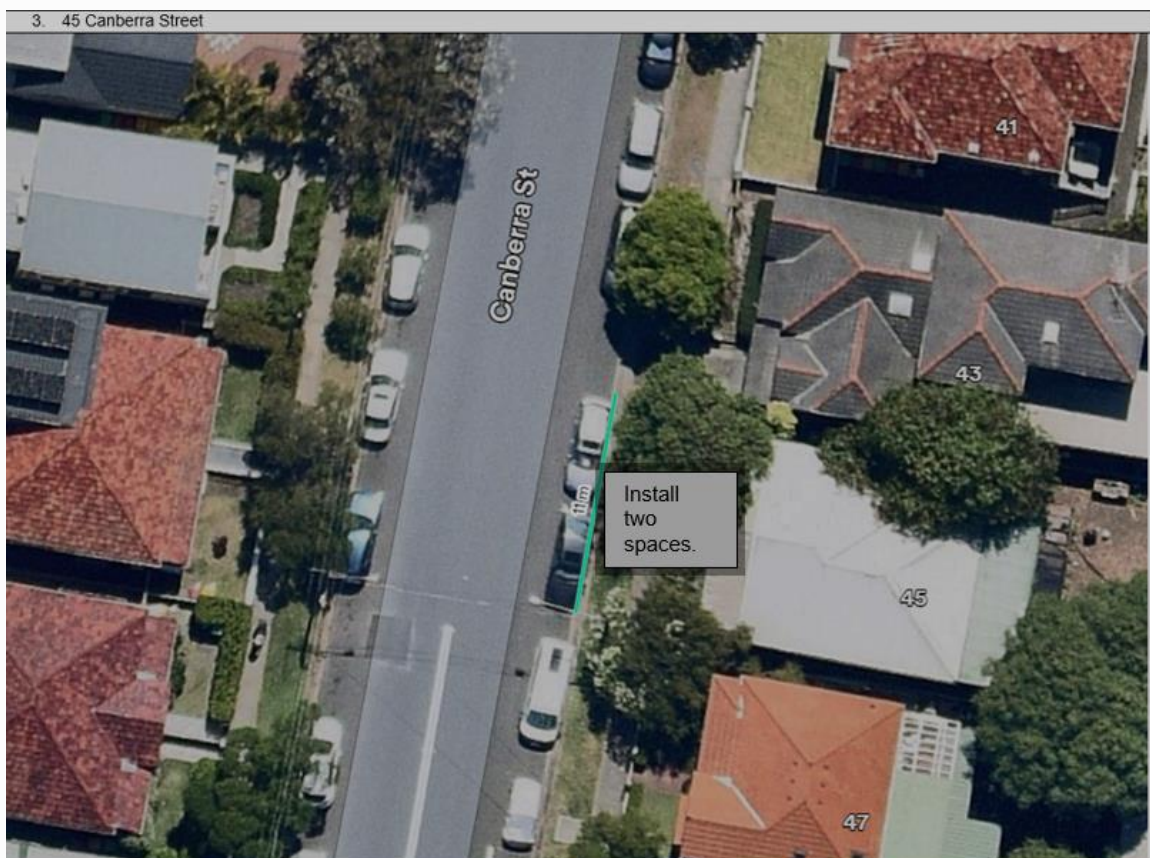


Fig 3: Canberra Street east side at the frontage of 45 Canberra Street

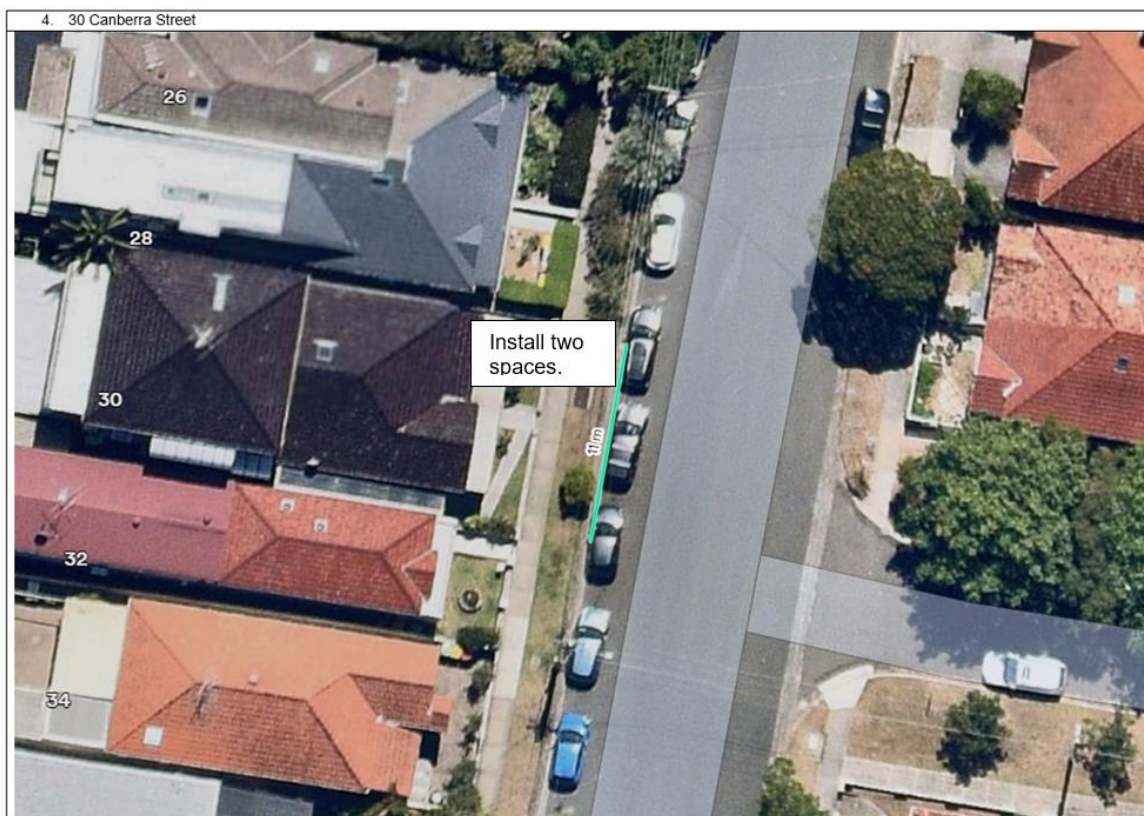


Fig 4: Canberra Street west side in front of 30 Canberra Street



Fig 5: Dudley Street, south side, 10m west of Higgs Street

5. 24 & 7 Ethel Street



Fig 6: Ethel Street north side in front of 7 and south side in front of 24 Ethel Street

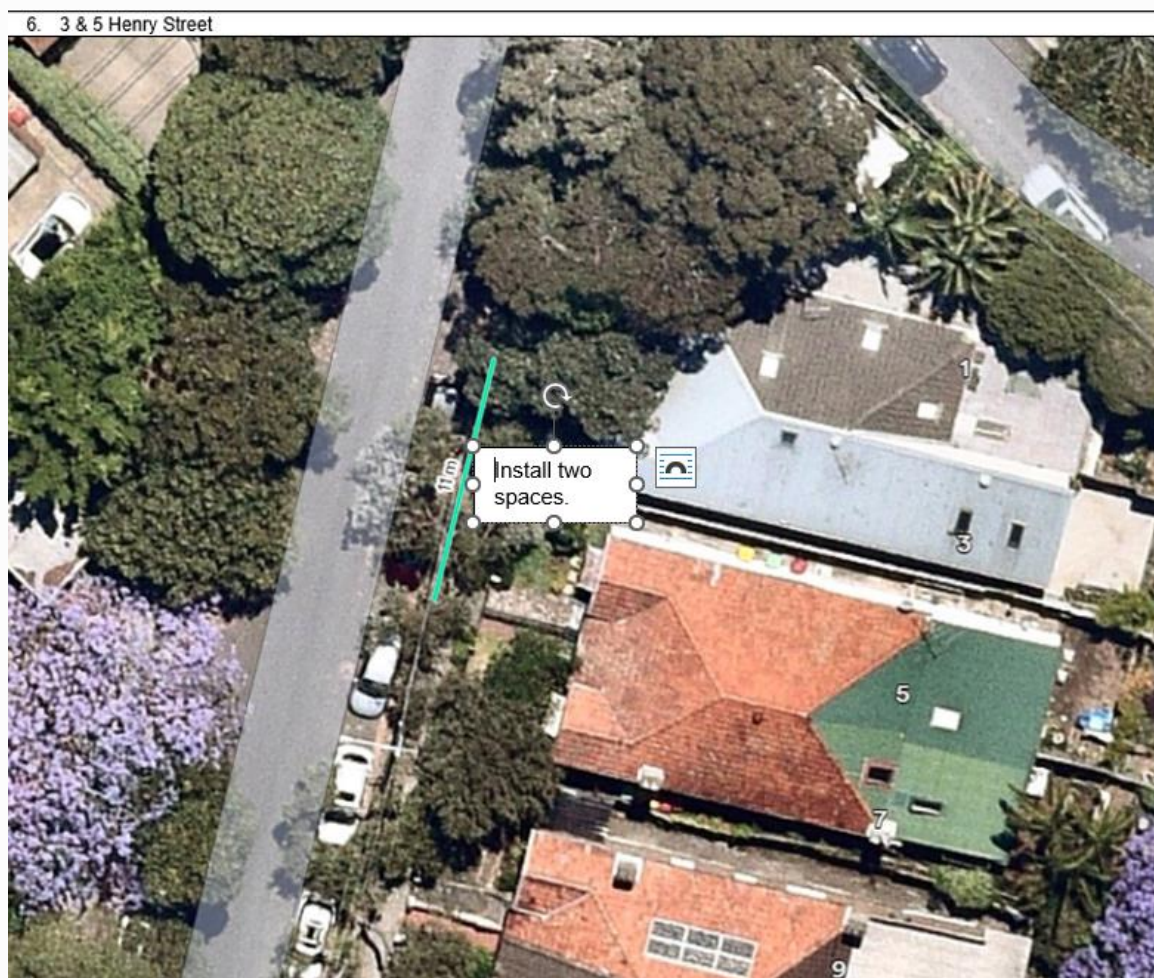


Fig 7: Henry Street east side, in front of 3 & 5 Henry Street



Fig 8: Henry Street, east side between the frontages of 21-29 Henry Street



Fig 9: Fredrick Street, west side, in front of 4 & 6 Fredrick Street

Resourcing Strategy implications

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

Discussion:

Mr Ryan (Resident) addressed the Committee and explained the needs of a family who reside in Canberra Street, just north of Bundock Street. Mr Lehmann confirmed that this advice had been relayed previously to the Council and that a review of the proposed resident parking spaces at this location had been undertaken. This review has resulted in an amended recommendation that two resident parking spaces be installed adjacent to nos 72 and 74 Canberra Street, Randwick. (As detailed in recommendation no.11 below)

Recommendation

That:

1. Install three resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the eastern side of Canberra Street starting at 10m south of the pedestrian refuge and continue 17m southerly.
2. Install two resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the eastern side of Canberra Street starting at 13m north of Rainbow Street continue 11m northerly.
3. Install two resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the eastern side of Canberra Street starting at the northern property boundary of 45 Canberra Street and continue 11m southerly.
4. Install two resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the western side of Canberra Street starting at the northern property boundary of 30 Canberra Street and continue 11m southerly.
5. Install two resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the southern side of Dudley Street starting at 10m west of Higgs Street and continue 10m westerly.
6. Install one resident parking space "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" at the frontage of 7 Ethel Street.
7. Install one resident parking space "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" at the frontage of 24 Ethel Street.
8. Install two resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the eastern side of Henry Street starting at the northern property boundary of 3 Henry Street and continue 11m southerly.
9. Install six resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the eastern side of Henry Street starting at the northern property boundary of 21 Henry Street and continue 33m southerly.
10. Install three resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the western side of Fredrick Street starting at the northern edge of the driveway of 6 Fredrick Street continue 17m northerly.
11. Install 2 resident parking spaces "2P, 8:00am-8:00pm, Mon-Fri, Permits Holders Excepted, Area RA11" on the western side of Canberra Street adjacent to nos 72 and 74.
12. The affected residents be notified about the proposed parking changes.

TC7/24 Traffic Committee Report - Stanley Street / Avoca Street, Randwick - 'Keep Clear' (C) (F2012/00032)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.7	D04946721 05143449	Linemarking	Keep Clear	AL	Yes

Due to queuing that occurs at the intersection of Stanley Street and Avoca Street near Emanuel School during school drop-off and pick-up periods, the installation of 'Keep Clear' pavement markings is proposed at this intersection. In addition, the installation of a 'Do Not Queue Across Intersection' control is also proposed, subject to approval by Transport for NSW.



Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That:

- "Keep Clear" pavement markings are installed in Avoca Street at Stanley Street, as detailed within the report, and
- A "Do Not Queue Across Intersection" control is signposted at the intersection as well.

TC8/24 Traffic Committee Report - St Pauls St / Perouse Rd, Randwick – The Spot Festival 2024 (C) (F2024/00430)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.8	F2024/00430	Event	Temporary Road Closure	RM	Yes

The annual event known as "The Spot Food and Film Festival" will be held on Sunday, 24th of March 2024, requiring the closure of St Pauls Street and Perouse Road, Randwick.

The bus service arrangements, put in place over recent years, are proposed to be implemented, again. A 40m temporary full-time bus stop and bus zone will be established on the eastern side of Perouse Road, south of Barker Street, to replace the existing part-time bus zones located on the northern sides of Coogee Bay Road (at the frontage of Brigidine College).

As this is a temporary closure of a local road, the RMS-issued overarching local road Traffic Management Plan (TMP), applies. (Council reference D03728810)

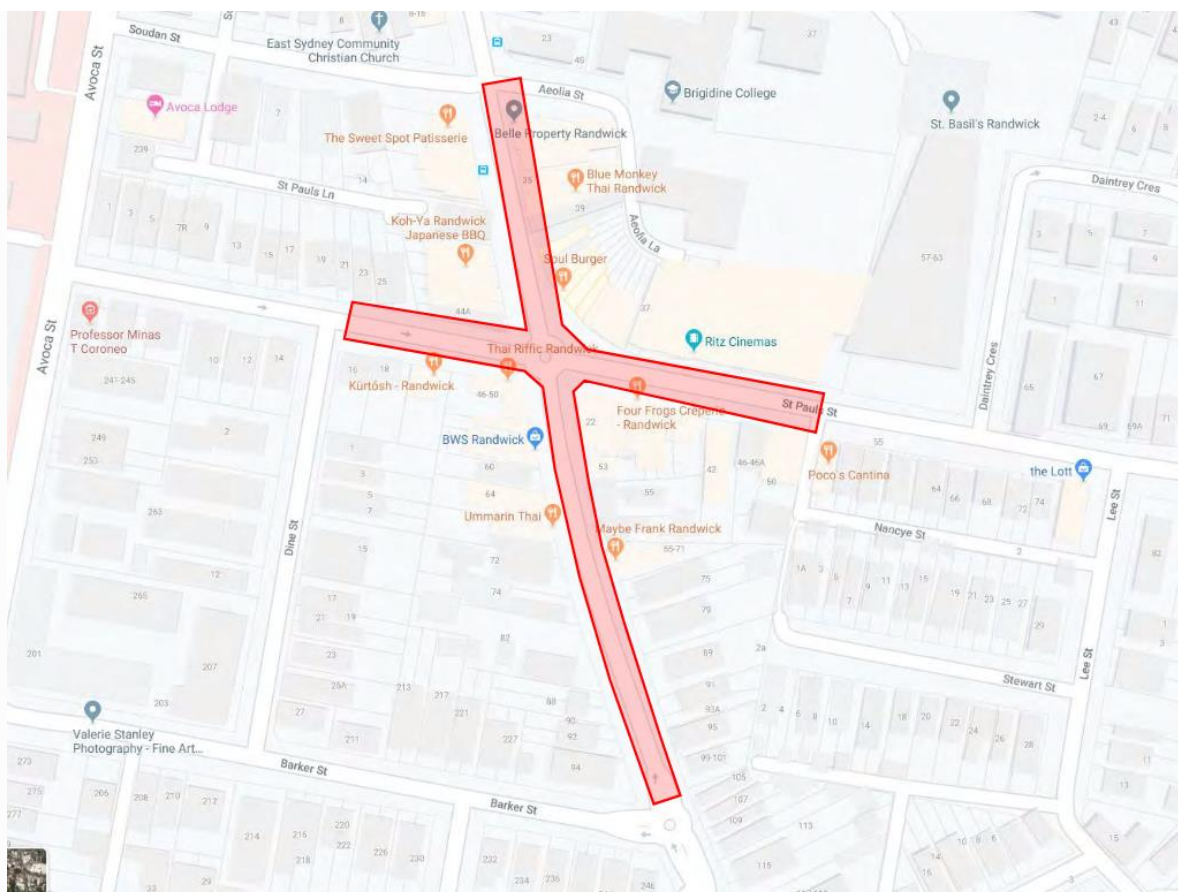


Figure 1: Location of Event / Road Closure

Resourcing Strategy implications

Funding is provided for within the current budget; under the Events Team's allocation.

Discussion: Nil

Recommendation

That, given the TfNSW-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, St Paul Street, between Nancye Street and Perouse Road, Randwick; and Perouse Road, between Soudan Street and Barker Street, Randwick, be closed on Sunday, 24th of March, 2024, from 3:00am to 11:00pm, to facilitate the holding of 'The Spot Festival 2024', subject to the following condition:

1. Council shall prepare a Traffic Control Plan (TCP) showing the location of barriers, and all traffic control signs/facilities for the concurrence of the Traffic Committee prior to the event;
2. Council shall carry out letterbox drops to all affected tenants and occupants in the closed streets, at least one week prior to the commencement of the road closures, and appropriately resolve, all representations made by the affected tenants and occupants;
3. The event organisers shall close the streets in accordance with the approval and Traffic Management Plan, unless otherwise directed by Police/authorised City Rangers;
4. The event organisers shall not occupy the carriageway or footway of the road until the road closure has been effected;
5. All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Control Officers engaged by the event organisers;

6. A minimum of 4.0 metre corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
7. All traffic control devices are to be installed in accordance with Australian Standard 1742.3;
8. No fixtures of a permanent nature shall be located on the public way;
9. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants, etc) shall be kept free of any obstructions;
10. All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
11. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;
12. A temporary 40m Bus Zone be installed on the eastern side of Perouse Road, just south of Barker Street, Randwick, within a reciprocal Bus Zone on the opposite side of Perouse Road, for that day and be removed after the event;
13. The existing part-time Bus Zone located on the northern and southern side of Coogee Bay Road, be replaced with a full-time Bus Zone, for the duration of the event with the part-time Bus Zone being re-installed after the event; and
14. Council officers meet the bus operators' representative onsite to ensure the Bus Zone details meet their requirements.

TC9/24 Traffic Committee Report - Gardeners Rd, Kingsford - St Spyridon Greek Easter (H) (F2004/07160)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.02.9	D04863629	Event	Road Closure Temporary	DA	Yes

During the annual Greek Orthodox Easter celebrations at St Spyridon's Church on Gardeners Road, Kingsford (east of Doncaster Avenue), up to 5000 attendees are expected to assemble on Gardeners Road, outside the Church.

Over many years, in the interests of road safety, Gardeners Road has been closed to east and westbound traffic, between Houston Road and Cottenham Avenue, Kingsford, on two occasions during the celebrations as detailed below. Police staff various points for this religious activity.

In respect of the road closures all westbound traffic on Gardeners Road is diverted at Houston Road, left into General Bridges Crescent except buses. Buses are diverted right into Houston Road. All eastbound traffic is diverted left into Cottenham Avenue.

The closure times are:

1. Friday, 3rd May, 2024, 8:00pm to 10:30pm. A TfNSW Traffic Emergency Patrol (TEP) vehicle is utilised on site from about 7:30pm to 10:30pm.
2. Saturday, 4th May, 2024, 11:00pm to Sunday, 5th May, 2024, 1:30am. A TfNSW Traffic Emergency Patrol (TEP) vehicle and crew will be on-site from 10:00pm to 1:30am.

The closures are shown in the following diagrams:



Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: Nil

Recommendation

That:

1. The information be received.
2. The organisers provide notification to all businesses and residences adjacent to the affected parts of the streets about the event, detailing the effect on bus services, including proposed bus diversions.
3. The applicant liaises with the Transport for NSW's Transport Management Centre regarding this event to obtain Road Occupancy Licence (ROL), as soon as possible.
4. The CBD Coordination Office - Traffic Management Centre - be informed of this event.
5. The applicant ensures that the required traffic control equipment is provided and delivered onsite for the use of the Police.
6. The proponents of this event be requested to also inform locals that, as a result of the event, there will be some limited bus movements along some local streets; and
7. That, as a matter of courtesy, Bayside Council, be informed of the proposed arrangements.

TC10/24 Traffic Committee Report - Shaw Avenue at Tresidder Avenue, Kingsford (H) (F2004/07225)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.10	D05133417	Line Marking	Pavement Arrows	DA	Yes

A resident has raised concerns about the safety, from a pedestrian's perspective, of the intersection of Shaw Avenue with Tresidder Avenue, Kingsford. The most recent five years of crash data shows that there have been no recorded crashes at the intersection of Shaw Avenue and Tresidder Avenue - nor at any section along Shaw Avenue, Kingsford.

Shaw Avenue, links Tresidder Avenue from the south and Goodrich Avenue to the north, features a dual carriageway with a large median island, providing a very large, positive, 'pedestrian-refuge' effect. Pedestrians can very easily 'stage' their crossing of the lightly trafficked Shaw Avenue.. Additionally, recent site visits, Nearmap aerial photos and Google Street View images indicate only minimal occasions of 'parking within the intersection'. Notwithstanding the minimal occurrences of parking within the intersection, it is considered that the statutory 10m No Stopping parking controls should be signposted at the Shaw Avenue / Tresidder Avenue intersection. This will emphasise, for residents and visitors, the locations at which it is illegal to park and would better main clear sightlines for motorists and pedestrians.

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That the statutory 10m No Stopping parking controls are signposted at the Shaw Avenue / Tresidder Avenue intersection.

TC11/24 Traffic Committee Report - Anzac Parade (the loop), La Perouse (M) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.11	D05117907	Signage Parking	Parking	DA	Yes

Subsequent to concerns raised by a Councilor regarding parking time limits for café/restaurant areas in the Anzac Parade loop at La Perouse, a survey was undertaken of the local businesses in early December 2023.

The Council received only one call from a 'loop' business owner (questioning the need for the survey and the need for any parking time limit changes) regarding the survey.

To date, no written response has been received from the businesses from the La Perouse area.

Therefore, it is considered that no additional action be undertaken, at this time.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion:

Ms Akhter (RCC) informed the Committee that, subsequent to the preparation of the agenda, two returned surveys have been received by the Council. One was in support of changes and one was against any changes. Accordingly, it is considered that the status quo be retained.

Recommendation

That, given the minimal responses received from local businesses, no changes be made to the current parking controls in the loop are of Anzac Parade, La Perouse.

TC12/24 Traffic Committee Report - Green Street, Maroubra (M) (F2023/02312)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.12	D05115593 & D05116055	Road Safety	One Way	DA	Yes

In August 2023 the Council resolved (Rosenfeld/Hay) that:

- a) the Council Traffic Committee relook at traffic safety issues on the western corner of Garden Street and Green Street Maroubra. This will involve the following looking into the feasibility of:
 - i. making Green Street a one-way street running between Garden Street and Anzac Parade in a westbound direction or
 - ii. cutting the kerb at the South Western corner of Green and Garden Streets; and
- b) the reports will include consultation with the residents and businesses in this vicinity.

A seven-day traffic count was undertaken in November 2023 at two locations in Green Street to identify the dominant movement of the Green Street traffic flow. One count was undertaken approximately 15m east of Anzac Parade and the other one was undertaken at a point some 15m west of Garden Street. The resultant data shows that the combined (east and westbound) daily traffic volume at 15m east of Anzac Parade was 996 and the combined traffic volume 15m west of Garden Street was 1,972 vehicles per day.

A summary of the recorded traffic flows is shown in the table below:

GREEN STREET TRAFFIC COUNT DATA				
Traffic Count Location	Westbound Volume	Eastbound Volume	Westbound Speed*	Eastbound Speed*
Just east of Anzac Parade	509	487	22.4	23.9
Just west of Garden Street	1083	889	24.6	26

*(85th percentile speed – the speed at or below which 85% of motorists travel on a road segment)

The adopted Notice of Motion suggested a One Way westbound flow along Green Street, and the traffic flow data also indicates that the predominant flow in Green Street is westbound.

Accordingly, an analysis was undertaken of each of the options, detailing the benefits and disbenefits of each of the alternate traffic flow options – see the following table:

Direction	Benefits	Disbenefits
Option 1: Westbound One-way	Level of Service (LOS) will not be affected by the traffic increased at the intersection of Garden and Maroubra Road	May add more traffic on local road (Boyce Road, Garden Street and Maroubra Road)
	This proposal will be aligned with the existing eastern section arrangement of one-way flow (between Garden Street and Cooper Street)	Western end residents / businesses will require additional travel time to access their destination, utilising more traffic lights when traveling from north
	Reduce point of conflict of turning movement priority at the intersection of Green Street and Garden Street	Increase speeding and noise due to no opposing traffic
	Safer for pedestrian to cross the road (as they will have to consider one side only)	Affect local amenity for residents
		Heavy vehicles are damaging the kerb when turning onto Green St from Garden St
		Limits emergency service access
Option 2: Eastbound One-way	Aligns with Anzac Pde traffic flow while accessing Green Street from the north	Adding more time for road users traveling from east
	Level of Service will not be impacted at the intersection of Maroubra Road and Garden Street	Adding more traffic volume at the intersection of Garden Street and Green Street (Garden Street is considered a narrow road)
	Safer for pedestrian to cross the road (as they will have to consider one side only)	Reduce traffic volume on state road
	Reducing damage to council infrastructure	Increase traffic volume on local road (such as Garden Street, Boyce Road, Maroubra Road)
		Encourage rat run through Green Street to avoid the congestion at Anzac Parade/Maroubra Road signalised intersection
		Increase speeding due to no opposite traffic

This is page 25 of the Minutes of the Traffic Committee meeting held on 13 February 2024.

		Shifting rat running to neighbouring street (Boyce Rd)
		Limit emergency service access

Fig:1 Benefits and disbenefits of all options of traffic flow in Green Street between Anzac Parade and Garden Street, Maroubra

Whilst Option 3, the status quo, seems to provide greater flexibility for businesses and the residents of Green Street, the Council will undertake community consultation regarding this matter. Consultation will be undertaken in March / April 2024, with a report coming back to a subsequent Traffic Committee meeting. At that following meeting issues relating to the cutting back of the kerb at the southwestern corner of Green and Garden Streets, would be also reported upon.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: Nil

Recommendation

That, a report come back to the Traffic Committee regarding:

- 1 The results of community consultation about a possible change in the direction of traffic flow along Garden Street, between Green Street and Anzac Parade, and,
- 2 issues relating to the cutting back of the kerb at the southwestern corner of Green and Garden Streets.

TC13/24 Traffic Committee Report - Hannan St / Boyce Rd, Maroubra - Centrelines & No Stop. (M) (F2012/00032)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.13	D05179751	Linemarking	Centrelines	AL	Yes

Due to motorists' limited sight lines when making left and right turns from Boyce Road into Hannan Street, the Council proposes to relocate the stop line 1.8 metres to the west and east, as illustrated in the figure below. The relocation of the stop lines improves the sight distance for vehicles making left and right turns. Furthermore, the existing No Stopping signs would be relocated 3 metres from the double centerlines on all legs of the intersection to provide sufficient gap on travel lanes for adequate traffic flow.



Resourcing Strategy implications

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

Discussion: Nil
Recommendation

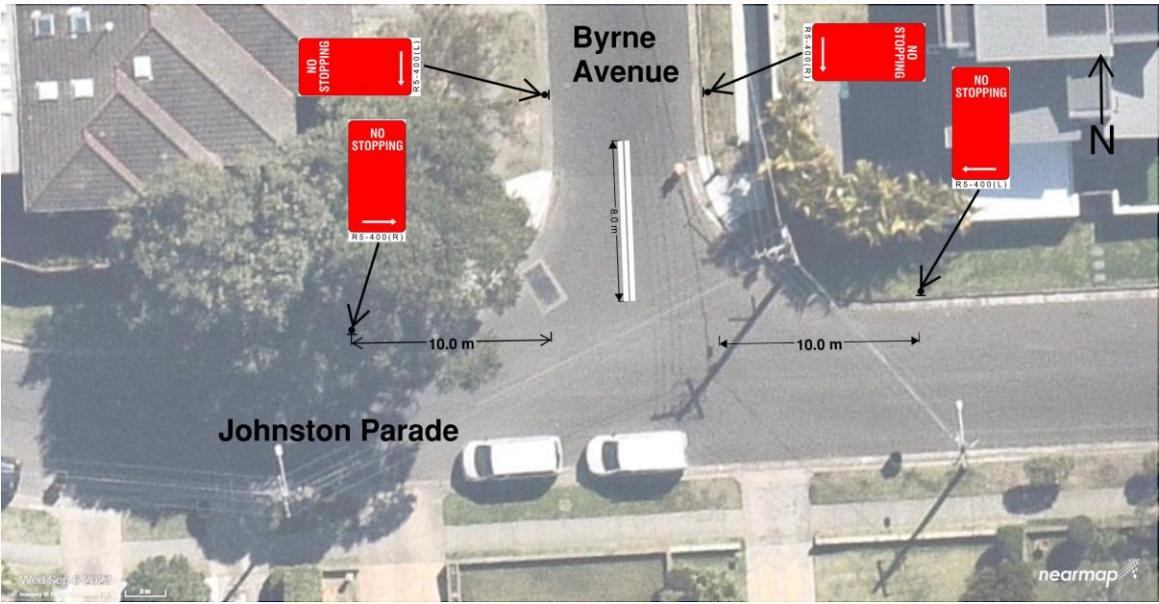
That:

- a) The Boyce Road stop control holding lines be brought extended into the intersection by 1.8m on approach to Hannan Street.
- b) The existing “No Stopping” control be lengthened 3 metres from the double centrelines

TC14/24 Traffic Committee Report - Johnston Parade and Byrne Avenue - Road Safety (M) (F2012/00032)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.14	D05008403	Signage Parking	No Stopping	AL	Yes

Motorists have limited sight lines when making left and right turns from Byrne Avenue into Johnston Parade. To enhance visibility, the Council proposes the installation of No Stopping signs and double centrelines (BB lines), as illustrated in the figure below.



Resourcing Strategy implications

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

Discussion: Nil
Recommendation

That:

- a) An eight metre length of double centreline be installed in Byrne Avenue at Johnston Parade, and,
- b) The four, regulatory, ten metre lengths of No Stopping controls be signposted at the same intersection.

**TC15/24 Traffic Committee Report - Norfolk Parade at Hunter Avenue, Matraville (M)
(F2006/00657)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.02.15	D05019329	Road Safety - Intersection	Double Barrier Lines	SW	Yes

Concerns have been raised regarding measures to improve traffic safety at the intersection of Norfolk Parade, Norfolk Lane and Hunter Avenue. The current arrangement of the intersection provides a 'Give Way' sign on the western leg of Norfolk Parade at the intersection with Hunter Avenue. This is due to the memorial which is located on the eastern side of Norfolk Parade. The placement of a 'Give Way' sign is typically on the left side of the roadway.

To improve safety by ensuring that the location of the intersection and give way line is clear to drivers, it is recommended that barrier lines are installed on Norfolk Parade, providing a length of 9 metres and 10 metres on the northern and southern legs respectively.

**Resourcing Strategy implications**

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

Discussion:

During discussion of this item, Cr D'Souza raised some traffic issues that Matraville Precinct had recently discussed. He indicated that representatives of the Precinct would like to discuss concerns about school traffic and possible one-way traffic arrangements. Mr Lehmann indicated that he would be pleased to meet with the Precinct's representatives in order to better understand their concerns. He stated that any recommendation arising out of such a meeting may be referred to this Committee.

Recommendation

That double barrier lines are implemented on the northern and southern leg of Norfolk Parade at Hunter Avenue, Matraville for a length of 9 metres and 10 metres respectively.

TC16/24 Traffic Committee Report - Removal of hybrid car spaces within Randwick LGA (All) (F2012/00032)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.02.16	F2012/00032	Signage Parking	Other (Hybrid Vehicle Spaces)	ES	Yes

Hybrid cars were a steppingstone to sustainable transport and Council previously sought to incentivise more sustainable driving through measures such as "Hybrid Vehicles Expected" car parking spaces. Even though the aim to incentivise more sustainable driving has not changed, the standards of what is considered sustainable have.

Hybrid vehicles are no longer the gold standard of sustainable transport in the era of electric vehicles and therefore the case to incentivise hybrid vehicles through exclusive parking spaces is more becoming a redundant one. It is proposed that all existing 'Hybrid Vehicles Expected' parking spaces be removed within the Randwick LGA. Given the numbers of e-vehicle spaces being actively installed, it is recommended that the hybrid vehicle spaces be removed and replaced by conventional parking spaces.

Resourcing Strategy implications

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

Discussion:

Cr Olive noted that the original objective of the hybrid parking spaces was in support of the early fuel efficient hybrid vehicles. He suggested that consideration could be given to replacing these 'hybrid only' parking spaces with parking spaces for other types of fuel efficient vehicles.(such as motorcycles or EV's).

He also noted that within item TC17/24, many of the items detail the proposed removal of many car share parking spaces, and that similar consideration could also be given.

Mr Lehmann accepted Cr Olive's advice and suggested to the Committee that it may wish to consider deferring this matter and the matters relating to the removal of car share spaces within item TC17/24, pending further investigation. The Committee accepted this suggestion.

Recommendation

That;

1. action regarding removal of the existing 'Hybrid Vehicles Expected' parking spaces within the Randwick LGA be deferred at this time
2. investigations be undertaken into replacing the hybrid vehicle spaces with spaces supporting the parking of more environmentally responsible vehicles.

TC17/24 Traffic Committee Report - Minor Signage Items - Parking and Regulatory - February 2024 (All) (F2014/00528)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.17	F2014/00528	Signage, Parking	Various	TL	Yes

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

No.	Location	Proposal	Comments
1.	Burnie Street, Clovelly (C)(D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the south side of Burnie Street at the frontage of 1 Flood Street, Clovelly	As requested by carshare operator due to low usage
2.	Clovelly Road, Clovelly (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the north side of Clovelly Road at the frontage of 355 Clovelly Road, Clovelly	As requested by carshare operator due to low usage
3.	Douglas Street, Clovelly (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the south side of Douglas Street at the frontage of 1 Bishops Avenue, Clovelly	As requested by carshare operator due to low usage
4.	Arcadia Street, Coogee (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the north side of Arcadia Street at the frontage of 95 Beach Street, Coogee	As requested by carshare operator due to low usage
5.	Brook Street, Coogee (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the east side of Brook Street at the frontage of 86 Brook Street, Coogee	As requested by carshare operator due to low usage
6.	Mount Street, Coogee (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the west side of Mount Street, Coogee at the frontage of 52 Mount Street, Coogee	As requested by carshare operator due to low usage
7.	Bowral Street, Kensington (H) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on Bowral Street at the frontage of 73-75 Doncaster Avenue, Kensington (reinstall 2P 8am-6pm - Mon-Fri - Permit Holders Excepted - Area KN1)	As requested by carshare operator due to low usage
8.	Storey Street, Maroubra (M) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the north side of Storey Street at the frontage of 106 Storey Street, Maroubra	As requested by carshare operator due to low usage
9.	Yorktown Parade, Maroubra (M) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on Yorktown Parade at the frontage of 108 Yorktown Parade, Maroubra	As requested by carshare operator due to low usage

10.	Gilderthorpe Avenue, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on Gilderthorpe Avenue near the corner of Barrett Place, Randwick	As requested by carshare operator due to low usage
11.	Coogee Bay Road, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the north side of Coogee Bay Road at the frontage of 96 Coogee Bay Road, Randwick	As requested by carshare operator due to low usage
12.	Creer Street, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the north side of Creer Street at the frontage of 39 Canberra Street, Randwick	As requested by carshare operator due to low usage
13.	Cuthill Street, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the south side of Cuthill Street at the frontage of 11 Cuthill Street, Randwick (and reinstall 1P 8:30am-10pm Permit Holder Excepted)	As requested by carshare operator due to low usage
14.	Douglas Street, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the west side of Fern Street at the frontage of 50-52 Fern Street, Randwick	As requested by carshare operator due to low usage
15.	St Marks Road, Randwick (C) (D05186804-CO) (AD)	Remove "No Parking, Council Authorised Car Share Vehicles Excepted, Zone GG" on the east side of St Marks Road at the frontage of 4 Bligh Place, Randwick	As requested by carshare operator due to low usage
16.	Mundarra Street, CLOVELLY (C) (D05144275-RK) (AD)	Install 6m Mobility Impaired Person's Parking Space (MIPPS) in front of No.18 Mundarra Street, Clovelly.	To assist eligible mobility impaired residents park close to their property.
17.	Doncaster Avenue, Kensington (H)	Install 170m long E1 edge line marking on the west side of Doncaster Avenue between Todman Avenue and Ascot Street, Kensington at an approximate distance from the kerb of 2.1m	To encourage better parking discipline in this section of Doncaster Avenue..
18.	38 Prince Street, Randwick (C), (CW/278/2023) (AL)	Relocate "No Stopping" and "2P (8am-8pm Mon – Sat, Permit Holders Excepted)" signs to power pole located 3.5m to the south	Due to newly constructed driveway
19.	Dove Lane, RANDWICK (C) (D05110729-AB) (AD)	Extend existing 7.5m No Stopping control on the north side of Dove Lane east of Raby Lane, Randwick by 8m north-east	To improve safety for vehicles exiting the resident garage and enhance the regulatory 10m no Stopping at intersection of Dove Ln and Raby Ln

20.	Market Street, Randwick (C), (D05106105) (AL)	Amend existing 1/4 P 8am-9:30am, 3:30pm-4:30pm, Monday – Friday parking control on east side of Market St., between points 11.2 & 16.4m south of Darley Road, so that it applies through to 5pm, Mon-Fri.	To provide longer time for parents to drop-off and pick-up children
21.	Intersection of Boundary St E & Northumberland St, Clovelly (C) (D05143590-AB) (AD)	Installing 'No Stopping' signage around the intersection to enforce the 10m regulatory restriction at the eastern and western side of Northumberland St.	To improve safety for vehicles negotiating the intersection and improve sight lines around the intersection
22.	Day Avenue west of Houston Road (H) (D05064481) (AL)	Relocation of the existing No Stopping sign, in front of lot No.1 Houston Road 6 metres to the west.	To improve traffic flow
23.	Knox Street, Clovelly (C) (D05162629-SW) (AD)	Extend existing 9m Double Barrier Centre (BB) Line 1m south at intersection with Varna Street.	To improve safety and sightlines for vehicles negotiating the intersection.
24.	Varna Street, Clovelly (C) (D05162629-SW) (AD).	Installing 'No Stopping' signage at intersection with Knox Street to enforce the 10m regulatory restriction.	To improve safety and sightlines for vehicles negotiating the intersection.
25.	Barry Lane, CLOVELLY (C) (D05076204-RM) (AD)	Extend existing 9m No Parking on the eastern side of Barry Lane, opposite no.7 Barry Street, by 2m north.	To prevent vehicles from obstructing rear pedestrian access of no.40 Knox Street.
26.	Apsley Lane, KINGSFORD (H) (D05139378-RM) (AD)	Extend existing 15m No Parking on the eastern side of Apsley Lane, opposite no.24 Apsley Avenue, by 13m south.	To allow vehicles to access and egress from the driveway of no.24 Apsley Avenue.
27.	Chester Avenue, MAROUBRA (M) (D05125195-RM) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS), directly in front of no.4 Chester Avenue, Maroubra NSW 2035.	To assist eligible mobility impaired residents park close to their property.
28.	Boyce Road, MAROUBRA (M) (D05083799/365616-RM) (AD)	Remove Mobility Impaired Person's Parking Space (MIPPS) at the frontage of no.122 Boyce Road, Maroubra NSW 2035.	Applicant no longer resides at this address.
29.	Fenton Avenue / McKeon Street, MAROUBRA (M) (D05150202-RM) (AD)	Install Pedestrian Warning Signage (W6-1) on each approach to the intersection of Fenton Avenue and McKeon Street.	Remind motorist to take caution as there may be pedestrians walking along the road.
30.	Farnham Avenue, RANDWICK (C) (D05142148-RM) (AD)	Install 10m No Parking on the inside bend of Farnham Avenue, adjacent to no.2 Farnham Avenue, Randwick NSW 2031.	To improve road users' sightlines and safe travel width when maneuvering through the bend.
31.	McKeon Street, MAROUBRA (M) (D05173088/634440-RM) (AD)	Install 6m Loading Zone on the northern side of McKeon Street, adjacent to no.178-180 Marine Parade, Maroubra NSW 2035.	To allow delivery vehicles to load off goods to nearby businesses.

Resourcing Strategy implications

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

Discussion:

As per the details given within item TC16/24, it is proposed that an examination of available options to replace car share spaces with parking control supporting more environmentally responsible vehicles be considered.

Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action, except for the items relating to car share, which will be deferred to the next Traffic Committee meeting.

TC18/24 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping - February 2024 (All) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.2.18	F2008/00166	Signage, Parking	No Stopping	TL	Yes

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

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

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's and / or Comments
1.	Beach Street	Coogee	West	10	North	Quail Street	D05139401-DA(AD)
2.	Howe Street	Malabar (M)	N	11	W	Bay Road	D05096514-RM(AD)
3.	Alison Road	Randwick (C)	S	10	E & W	Farnham Avenue	D05142148-RM(AD)
4.	Farnham Avenue	Randwick (C)	E & W	10	S	Alison Road	D05142148-RM(AD)
5.	Sturt Lane	Kingsford (H)	W	10	S	Sturt Street	D05147228-RM(AD)
6.	Douglas Street	Clovelly (C)	S	10	E	Seaview Street	D05154295-RM(AD)
7.	Seaview Street	Clovelly (C)	E	15	S	Douglas Street	D05154295-RM(AD)

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

Resourcing Strategy implications

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

*Discussion: Nil***Recommendation**

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

TC19/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage - February 2024 (All) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.2.19	F2021/00658	Signage	Works Zone	LB	Yes

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

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

Works Zones Table

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
INSTALLATION						
1.	Neptune Street, Coogee	S	9m	3 Neptune St	Unrestricted	D05029378
2.	Middle Street, Kingsford	S	20m	87-91 Middle St	Unrestricted	D05149993
3.	Chester Avenue, Maroubra	W	13m works zone & 11m No Parking	52 Chester Avenue(WZ) 51 Chester Avenue(NP)	Unrestricted	LA/218/2023-DA & LB
REMOVAL						
4.	Mount Street, COOGEE (C)	W	12	166 Mount Street, Coogee NSW 2034	Unrestricted	LA/2266/2021-RM&LB (AD)
5.	Glanfield Street, MAROUBRA (M)	N	12	77 Hannan Street, Maroubra NSW 2035	Unrestricted	LA/390/2023-RM&LB (AD)

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

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

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

TC20/24 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status - February 2024 (All) (F2004/06616)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.2.20	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 both the 2022/2023 and the 2023/2024 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$5.7M.

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

TfNSW/ (Council) Refs	PROJECT NAME	Program Approved	Approved 2023/24 Funding Allocation	Monthly Status
P.0077856 (D04651015)	Preparation of an Active Transport Strategy	Get NSW Active Program 2022/23	\$140,000	Draft strategy soon to be reported to Council recommending Community Consultation. A report detailing outcome of consultation will then come back to Council.
P.0079384 (D04733866)	Anzac Parade Paths Project (APPP) (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.)	Get NSW Active Program 2022/23	50/50 Funding - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Traffic signal modelling progressing. Early paths orientation being planned.
P.0079383 (D04730658)	Bundock Street & Sturt Street Project (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	90% design works almost completed.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project (Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)	Get NSW Active Program 2023/24	\$2,000,000	Signal design process has highlighted a clash with a major water main. Detailed investigations underway currently.
P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding (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	On-site route review meeting was undertaken. Route option analysis continues.

GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – (Design of intersection improvements)	Get NSW Active Program 2023/24	\$400,000	Consultation currently underway (13/12/23 to 14/02/24). Subsequently a report will be made to Council detailing consultation outcomes.
GFR-1024 (D04978003)	Todman Avenue and Lenthall Street Walking & Cycling Improvements Project (Design works)	Get NSW Active Program 2023/24	\$580,000	Project just commencing
P.0084685 (D04996932)	Kensington 40km/h Local Traffic Area (Install a 40km/h zone in area bounded by Anzac Parade and Alison Road, Kensington)	Safe Speeds in High Pedestrian Activity and Local Areas	\$165,000	Detailed signage and linemarking requirements have been finalised. Community has been informed.
P.0084773 (D05071792)	Fitzgerald Street & Paine Street, Maroubra Install retro-reflective pavement markers, on centre or edge lines, install painted median, install street lighting at intersection.	Australian Government Black Spot Program 2023/24	\$37,950	Design finalised and reported to December 2023 Traffic Committee meeting.
P.0084771 (D05071792)	Franklin Street, Knowles Avenue & Wassell Street, Matraville Install slow point, raised threshold / horizontal deviation at mid-block location and conflict points, improve deflection angle of existing roundabout.	Australian Government Black Spot Program 2023/24	\$180,303	Design finalised and reported to December 2023 Traffic Committee meeting.
P.0085064 (D05071792)	Mitchell Street & Anzac Parade, Malabar Install pedestrian refuge, Install raised median islands with additional stop or give-way.	Australian Government Black Spot Program 2023/24	\$105,000	Design finalised and reported to December 2023 Traffic Committee meeting.
P.0084947 (D05071792)	Middle Street & Harbourne Road, Kingsford Install raised safety platform at unsignalised intersection.	Australian Government Black Spot Program 2023/24	\$205,000	Design finalised and reported to December 2023 Traffic Committee meeting.
P.0085255 (D05071792)	Perouse Road & St Pauls Street, Randwick Install raised threshold and pedestrian crossing (wombat crossing), install slow point, raised threshold / horizontal deviation at mid-block location and conflict points.	Australian Government Black Spot Program 2023/24	\$272,944	Design finalised and reported to December 2023 Traffic Committee meeting.

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

Resourcing Strategy implications

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

Discussion:

Mr Ryan sought clarification from Mr Sritharan (TfNSW) as to the current state of the traffic signals proposed for the Bundock Street/Avoca Street/ Sturt Street intersection. Mr Sritharan informed the Committee that he was not closely involved in this project, however, he could seek further details if required. Mr Lehmann spoke to the delays being experienced and relayed recent advice from the consultants. Following further queries from Mr Ryan, Mr Lehmann confirmed that he is supportive of temporary pedestrian facilities being considered at these intersections and he indicated that a report on such facilities will likely be tabled at the March or April meeting of this Committee. Mr Ryan thanked Mr Sritharan and Mr Lehmann for their advice.

Recommendation

That the information be received.

General Business

Mr Lehmann informed the Committee of the following late item which he sought permission to table:

TC21/24 Day Avenue and Houston Road, Kensington (H) F2019/00598

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.02.21	D05208759	Traffic Device	Kerb Extension	JLP	Yes

In 2023, Transport for NSW and their contractor, Burton Contractor, completed construction of 1.1km of 1.8km of the Kingsford to Centennial Park Walking and Cycling Improvements project, which included bi-directional cycleway, pedestrian and bicycle crossings, traffic signal updates and footpath upgrades. The cycleway has been opened to the public in December 2023.

As part of the project, a bicycle refuge on the western leg of the Day Avenue and Houston Road intersection was constructed to provide safe north-south crossing for the bicycles to connect the bi-directional separated cycleway from the north side of Day Avenue to the western side of Houston Road. The intersection has been specifically designed with the intent to reduce the speed of motorists passing through the intersection. The objective is to induce slower speeds at this location, where many bike riders are crossing the road. Given the induced width constraint, it has also been necessary to limit left turns to only those vehicles which are less than 6.0 metres long.

Following the construction of the refuge and the kerb extensions, Council has received expressions of concern from some community members that the northbound vehicles turning left turn from Houston Road to Day Avenue are striking the kerbs on the kerb extension and the bicycle refuge island.

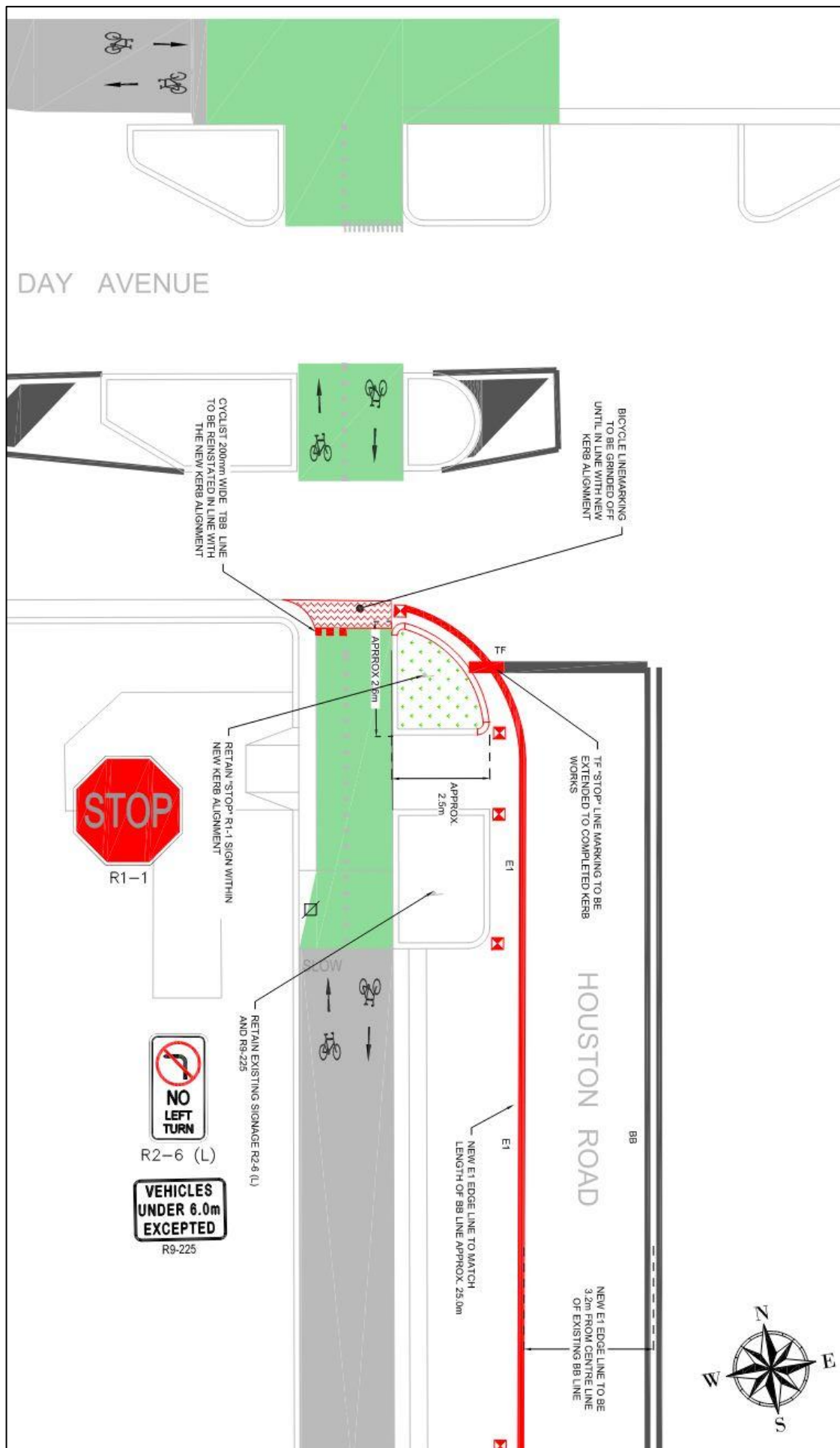
In the 28 November 2023 Council Meeting, Council resolved (Luxford/Hay) that:

- a) the Traffic Committee immediately investigate the safety and compliance of the left turn from Houston Road Kingsford into Day Avenue as it is extremely narrow and now difficult for vehicles to make the turn even at a very slow speed; and
- b) a report is brought back to Council should any design interventions be required, with detailed costings, following the investigation.

As such, the northbound left turn from Houston Road to Day Avenue was assessed. Given the evidence of some vehicles striking the kerb, a minor adjustment to the southwestern kerb extension is proposed as per the included plan below.

The proposed works include:

- minor adjustment to the kerb extension on the southwestern corner of the intersection to improve vehicular swept paths for vehicles under 6.0m,
- installation of edge line (E1) along the western side of Houston Road to better guide the vehicles to start the turn away from the kerb, and
- shifting of give way line (TBB) on the cycleway approximately 0.4m south, green paint removal up to the new TBB line and
- extension of the stop line (TF) to meet the new kerb extension.



Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That the proposed kerb extension and line marking adjustments, at the intersection of Day Avenue and Houston Road, Kensington, and as detailed within the report are approved for implementation.

Urgent Matters OR Matters for Future Investigation

Nil

The meeting closed at 10.11am.