



MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 12 MARCH 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
Peter Scott

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

Kate Lewis
Rino Mucciacciaro
Bushara Gidiess
Helen Fragakis
Paul Chilcott
Anthony Ryan
Karen Walker

TfNSW
Transdev John Holland
Transdev John Holland
South Eastern Sydney LHD Health
Resident
Resident
Resident

Amir Lahouti, Lachlan Wood, Caterina Perali, Anthony Baradhy, Jay Lee-Pieterse, Padmanaban Subramanian & Shenara Wanigasekera - Randwick City Council

Apologies

Apologies were received from:

- Mayor Phillipa 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

Regarding TC20/24 Transport for NSW (TfNSW) Funded Project Status - February 2024

Mr Lehmann informed the Committee that the Mayor, Cr Phillipa Veitch, had asked that the issue of interim pedestrian refuges at the Avoca Street/ Bundock Street / Sturt Street intersection be raised. She had sought confirmation regarding the timing of a report back to this Committee regarding these facilities. Mr Lehmann confirmed the advice he provided previously, that a report on this matter would be prepared for the April Traffic Committee Meeting.

Mr Ryan (Resident) asked for clarification regarding aspects of this matter. Mr Lehmann advised that all details would be addressed within the report to the April Traffic Committee Meeting.

Recommendation

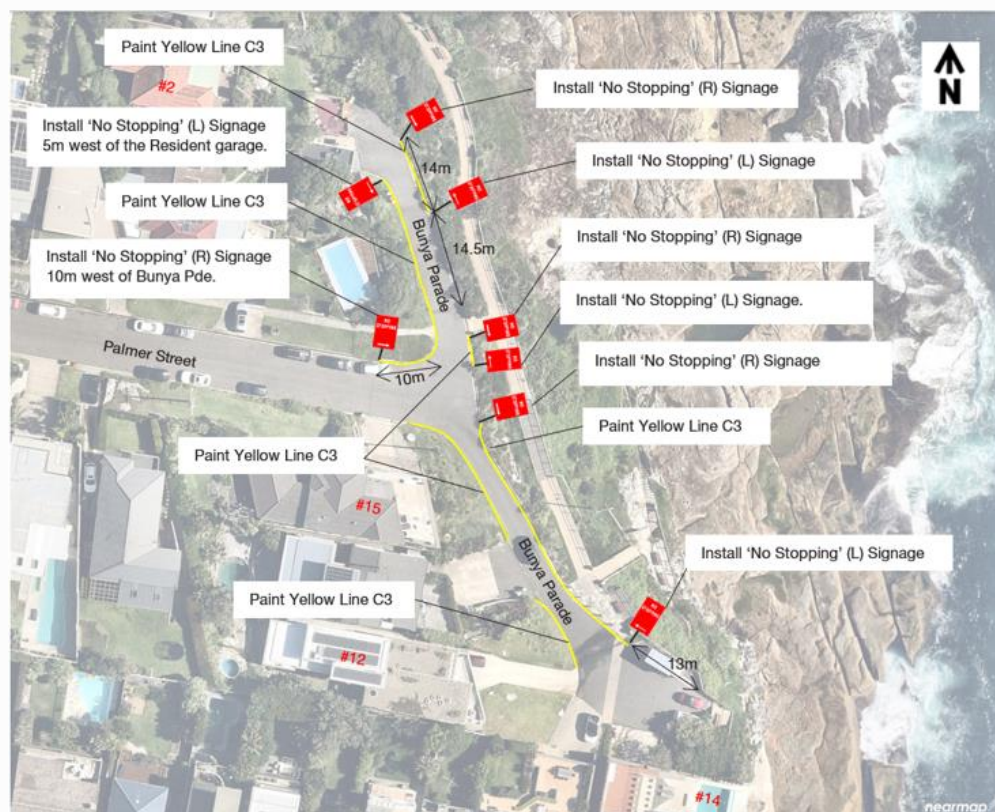
That the information be received.

Traffic Committee Reports

TC22/24 Traffic Committee Report - Bunya Parade, Coogee - 'No Stopping' signs & lines (C) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.03.22	D05153502	Signage Parking	No Stopping	AB	Yes

Local residents have raised concerns about some parking behaviours in Bunya Parade, Coogee. Aerial photos and on-site observations confirm that some motorists are regularly parking in the very narrow sections of the road. Therefore, it is proposed to impose a No Stopping parking control along parts of Bunya Parade, Coogee, as detailed within the following diagram.



Lengths of yellow line marking will be utilised given the extended proposed No Stopping controls, to eliminate ambiguity and reduce localised proliferation of signage.

Resourcing Strategy implications

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

Discussion:

Mr Baradhy (RCC) informed the Committee of a minor error within the original image distributed within the agenda. This error has now been corrected in the image above.

Recommendation

That, following advanced notification to local residents, the proposed parking controls in Bunya Parade, Coogee, as detailed within the included image, be implemented.

TC23/24 Traffic Committee Report - Byron Street, Coogee - Line markings (C) (F2004/07441)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.23	D05091337	Line marking	Centre line	AB	Yes

Concerns have been raised regarding motorists speeding and driving poorly in proximity to the raised pedestrian crossing in Byron Street, Coogee, some 60 metres north of Carr Street.

Accordingly, it is proposed to install a length of double barrier line and a transverse stop / holding line on each approach to the pedestrian crossing (see below diagram). Furthermore, the speeding data has been forwarded to the Eastern Beaches Police Local Area Command. This data indicates that some motorists may be exceeding the speed limit during school zone operation hours. A request for enforcement has been submitted for consideration.



Resourcing Strategy implications

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

Discussion:

Mr Lehmann advised that Ram Sritharan (TfNSW) has raised concerns regarding the proposed hold lines indicated within this item. It was agreed that the proposed double centre lines be extended to the central island of this facility. And, that the hold lines not be endorsed at this time. During discussion on the above matter, Mr Chilcott (Resident) raised a separate issue regarding a nearby location. He indicated that pedestrians crossing Byron Street, north of Carr Street, are exposed to moving vehicles over a lengthy distance. Mr Lehmann advised that he would have the matter examined.

Recommendation

- That;
- 1. A 12-metre length of double centre line be installed in Byron Street, in both the northern and southern approach to the raised pedestrian crossing adjacent to no.15.
 - 2. No hold line be installed be installed at this location, pending further discussion with TfNSW.

TC24/24 Traffic Committee Report - Malabar Road and Mount Street, South Coogee - Speeding Concerns (C) (F2006/00101)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.24	D05070096	Road Safety	Speeding	SW	Yes

Concerns have been raised from a resident of Malabar Road, in relation to Malabar Road and Mount Street between Arden Street and Oberon Street, South Coogee, regarding road safety and incidences of vehicles speeding through the street.

Malabar Road is a two-way local road in the area of concern, between 10.5m and 14.3m wide. It runs northwest to south between Rainbow Street in the north and ending in a cul-de-sac south of Davidson Crescent to the south. Parking is largely unrestricted on either side of the street between Rainbow Street and Arden Street. Mount Street is a two-way local road, 7.5m wide. It runs north-south between Clovelly Road and Rainbow Street. Parking is largely unrestricted on both sides of the street between Oberon Street and Rainbow Street.

Traffic counts were undertaken on 4 February 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at two locations, as shown in the following image.



Figure 1: Traffic Survey Locations

Mount Street, site 1- in front of 169 Mount Street			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	11798	6227	5571
		7 Day Average	11843	6308	5535
Weekday	AM	8:00	1105	648	457
Peak hour starts	PM	15:00	961	476	539
Speeds: (Km/h)		85th Percentile	40.9	40.5	41.4
		Average	35.0	34.8	35.2
Speed %:		% of vehicles > 50-60 km/h	1%	1%	1%
		% of vehicles > 60 km/h	0%	0%	0%
Classification % :		Commercial Vehicles (class 3-12)%	4.0%	3.0%	5.0%

Malabar Road, site 2- in front of 23 Malabar Road			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	8,380	3,880	4,500
		7 Day Average	8,509	3,938	4,571
Weekday	AM	8:00	714	246	468
Peak hour starts	PM	15:00	671	365	306
Speeds: (Km/h)		85th Percentile	52.3	51.4	53.0
		Average	46.4	45.8	46.9
Speed %:		% of vehicles > 50-60 km/h	24%	20%	28%
		% of vehicles > 60 km/h	2%	1%	2%
Classification % :		Commercial Vehicles (class 3-12)%	6.9%	5.4%	8.3%

Table 1: Analysis of Traffic Count data

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and the 85th percentile speed is slightly over the posted speed limit 50km/h.

Therefore, it is recommended that the results of the traffic count be forwarded to the local Police Highway Patrol for consideration of appropriate speed enforcement action.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion:

Ms Walker (Resident) explained to the Committee her concerns about the speed of traffic travelling along Malabar Road. She particularly noted the concerns for less mobile pedestrians and for residents accessing their driveways.

Mr Lehmann indicated that Council was in the early stages of examining installation of a pedestrian refuge, near to the Bundock Street intersection. He stated that this would likely assist in slowing passing vehicles.

Recommendation

That:

1. The detailed results of the traffic count be forwarded to the local Police Highway Patrol for consideration of appropriate speed enforcement action,
2. The Police be requested to inform Council of the results of any speed enforcement undertaken,
3. That Council examine speed control options, following feedback from the Police, and
4. The resident raising these concerns be notified about the recommendation of the Traffic Committee.

TC25/24 Traffic Committee Report - Todman Avenue, Kensington - Line Marking Improvements (H) (F2010/00077)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.25	F2010/00077	Line Marking	Bike Lane	ES	Yes

The designs for medium term line marking improvements along Todman Avenue, from South Dowling Street to Doncaster Avenue, Kensington, were considered at the February 2023 meeting of this Committee. At that time, it was decided that the cost estimates be evaluated, the scope of works be determined, and a community consultation be undertaken. Once these steps are undertaken, the design be brought back to traffic committee for final determination and if approved by TfNSW, they are to be considered as endorsed in principle.

Through cost estimate evaluation, it was determined that the civil works element of the design be removed (at this time), and that the design be line marking and sign posting improvement works only. Community notification regarding the works was sent on 10th October 2023 and a 4-week feedback was provided. The community feedback was tabulated and out of the 951 letters sent out, Council received 7 feedback responses during the consultation period. Concerns were raised regarding driveway access, safety when navigating the pedestrian crossing and parking removal concerns. Design changes were made based on the feedback.

Resourcing Strategy implications

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

Discussion:

Mr Lehmann informed the Committee that Mr Sriitharan (TfNSW) had identified some issues which needed resolving, regarding the line marking proposal. It was agreed that this matter be deferred at this time.

Recommendation

That this matter be deferred at this time.

TC26/24 Traffic Committee Report - Removal of disused Bus Stops (M)
(F2006/00254)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.26	D05178996	Signage Parking	Resident Parking - General	SW	Yes

Changes to bus services around the Malabar, Phillip Bay and Matraville area have resulted in a number of bus stops no longer being used. Accordingly, it is intended to reinstate parking where possible and remove the disused bus stops / bus zone signage.

Recommendations for replacement parking restrictions have been made for locations where bus zones are proposed to be removed. The bus stops listed in the table below have been confirmed to be no longer in use by the operator Transdev.

Item No	Location	Side	Proposal
1.	Bay Parade, MALABAR (M) (D05178996-SW) (AD)	West	Remove Bus Stop and Bus Zone signage at Bay Parade near Howe Street, Malabar (Stop ID: 2036158). Allow for Unrestricted Parking
2.	Bay Parade, MALABAR (M) (D05178996-SW) (AD)	East	Remove Bus Stop and Bus Zone signage at Bay Parade near Howe Street, Malabar (Stop ID: 2036157). Proposed extension of '4P 8am-10pm' restriction.
3.	Bay Parade, MALABAR (M) (D05178996-SW) (AD)	West	Remove Bus Stop and Bus Zone signage at Bay Parade near Fox Street, Malabar (Stop ID: 2036159). Allow for Unrestricted Parking
4.	Bay Parade, MALABAR (M) (D05178996-SW) (AD)	East	Remove Bus Stop and Bus Zone signage at Bay Parade near Fox Street, Malabar (Stop ID: 2036156). No Stopping to be extended inclusive of pram ramp. Proposed '4P 8am-10pm' between No Stopping and No Parking signage.
5.	Raglan Street, MALABAR (M) (D05178996-SW) (AD)	North	Remove Bus Stop and Bus Zone signage at Raglan Street near Victoria Street, Malabar (Stop ID: 2036155). Allow for Unrestricted Parking
6.	Bunnerong Road, PHILLIP BAY (M) (D05178996-SW) (AD)	West	Remove Bus Stop signage at Bunnerong Road after Yarra Road (Stop ID: 203626). Allow for Unrestricted Parking <i>Deleted following feedback from the Bus Operator</i>
7.	Bunnerong Road, PHILLIP BAY (M) (D05178996-SW) (AD)	West	Remove Bus Stop signage at Bunnerong Road at Gilleoly Avenue (Stop ID: 203628). Allow for Unrestricted Parking <i>Deleted following feedback from the Bus Operator</i>

8.	Bunnerong Road, MATRAVILLE (M) (D05178996-SW) (AD)	West	Remove Bus Stop signage at Bunnerong Road opposite Chifley Sports Reserve (Stop ID: 203629) Allow for Unrestricted Parking Replace the existing Bus Zone with a No Parking zone.
9.	Bunnerong Road, MATRAVILLE (M) (D05178996-SW) (AD)	West	Remove Bus Stop signage at Bunnerong Road before Military Road (Stop ID: 203630) Allow for Unrestricted Parking

Resourcing Strategy implications

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

Discussion:

Mr Lehmann indicated that the recommendation on the item numbered 8 (in the table above) required modification. Instead of being unrestricted it was recommended that the existing bus zone be replaced with a No Parking zone; given the active adjacent driveway. This change has been indicated in the table above.

Mr Gidiess advised that two of the bus stops proposed to be removed are still utilised by school bus services, and should not be removed. These changes have also been indicated in the table above.

Recommendation

That the proposed actions regarding the removal of individual, redundant, Bus Stops, as detailed in the table within the report, are approved for implementation.

TC27/24 Traffic Committee Report - Anzac Pde / Endeavour Ave, La Perouse - Pedestrian / Intersection issues (F2019/01152)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.27	D04733825	Other	Other	AL	Yes

Council, at its meeting held on 26 April 2022, resolved (Burst/D'Souza) that Council investigate a zebra crossing or similar safety option being installed on Anzac Parade, just south of Goorawahl Avenue, La Perouse, with a report to be considered by the Randwick Traffic Committee.

Additionally, Council at its meeting held on 27 September 2022 resolved (Rosenfeld/Burst) that Council's Traffic Committee investigate adding a left lane at Endeavour Ave turning into Anzac Parade intersection.

Given that both these locations are very close to each this report addresses both matters.

Pedestrian Facility across Anzac Parade near Endeavour Avenue Intersection

In order to better understand the pedestrian activity near to this intersection a traffic contractor was engaged to undertake a video survey of pedestrian movements. The survey was undertaken from 11am to 3pm on Saturday 21 October, 2023. The survey revealed that the peak period for pedestrian movements falls between 12 noon and 1 pm on Saturdays, with a total of just 13 pedestrians recorded as crossing Anzac Parade at this location. Within Council's adopted guidelines for the consideration of pedestrian crossings, the eligibility criteria for a pedestrian crossing is that there be a minimum of 20 pedestrians crossing at a location, within a one hour period. As this site does not meet the adopted criteria the installation of a pedestrian crossing is not supported.

Request for an additional lane to turn left from Endeavour Avenue into Anzac Parade northbound

The Council resolved that an investigation be undertaken into the possibility of introducing an additional left turn lane from Endeavour Avenue into Anzac Parade. The objective was to alleviate congestion on Endeavour Avenue caused by a single vehicle, or two, propped in Endeavour Avenue waiting to turn right onto Anzac Parade.

An analysis of traffic movements was undertaken by a certified traffic consultant for a period of 4 hours on Saturday 14 October between 11am and 3pm to observe the number of vehicles queuing on Endeavour Avenue. During this period a total of 259 vehicles exited Endeavour Avenue onto Anzac Parade – with a maximum queue length of just 3 vehicles and a traffic delay of 36 seconds. These volumes are low and seem to not be sufficient to justify the inclusion of a left turn lane onto Anzac Parade.

Furthermore, the introduction of an additional lane on Endeavour Avenue would make it more difficult and, perhaps, riskier for pedestrians and bike riders moving north / south along the eastern shared path of Anzac Parade. Adding an additional lane would increase the width of roadway which people walking or riding along the shared path would have to cross. To cross the road on the shared path north and south of Endeavour Lane, pedestrians would need to cover a greater distance and turning vehicles may obstruct their view of the road, creating less safe conditions.

Even noting that, from time to time at the height of summer, some localised congestion could occur, it is considered that for most of the time this intersection performs very well. And, given the very low numbers observed on the day of the survey and given the likely less safe outcome for pedestrians and bike riders the introduction of an additional lane at this intersection is not supported.

Resourcing Strategy implications

There are no financial implications arising from this report.

Discussion: *Nil*

Recommendation

That for the reasons indicated within the report, no action be undertaken at the Anzac Parade / Endeavour Avenue intersection, La Perouse, at this time .

TC28/24 Traffic Committee Report - Removal of Hybrid Car and Car Share Parking Spaces within Randwick LGA (F2012/00032)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.03.28	630354, 631600	Signage Parking	Other (Hybrid Vehicle Spaces)	JLP	Yes

At the [13 February 2024 Traffic Committee](#), in discussion of *TC16/24 – Removal of hybrid car spaces within Randwick*, Councillor Olive suggested that consideration be given to replacing of ‘hybrid only’ parking spaces (TC16/24) and the GoGet car share parking spaces (TC17/24) with parking spaces for other types of fuel efficient vehicles, such as motorcycles or electric vehicles (EV). As such, it was recommended that:

- 1. action regarding removal of the existing ‘Hybrid Vehicles Excepted’ 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.*

Accordingly, options of repurposing the ‘hybrid only’ parking spaces for alternative fuel-efficient vehicles were considered.

Currently there are five 'hybrid only' parking spaces in Randwick LGA:

- Council's car-park in Silver Street Randwick adjacent to Belmore Road shops;
- Council's median parking area at Anzac Parade on the south side of Maroubra Road (opposite Maroubra Junction Uniting Church) and
- Council parking areas at Clovelly, Coogee and Maroubra beaches.

Each space is marked with '*Hybrid Vehicles Excepted*' sign and the parking spaces is painted green with '*Hybrid Vehicles Only*' stencil.

The following are the summary points of investigation:

- The remaining 'Hybrid vehicles Excepted' car parking spaces 90° perpendicular spaces.
- To date, a total of 39 electric vehicle charging spaces (24 Council-controlled sites) have been established in Randwick LGA.
- At the [November 2023 Council Meeting](#), for item CP42/23, it was resolved "*(Burst/D'Souza) that Council endorses the Leading the Charge – Eastern Suburbs Electric Vehicle Infrastructure Strategy 2023.*", which estimates that approximately 230 public EV charging stations will be required across Randwick City by 2025.
- Given the number of parking spaces dedicated to EV charging stations and future additional EV charging stations to be installed, further EV spaces are not considered to be required.

Given that:

- there has been and will be significant allocation of parking spaces to electric vehicles and the future locations are assessed based on demand and appropriate infrastructure;
- the existing perpendicular parking spaces are not appropriate for conversion to motorcycle parking spaces;

it is recommended that the current 'hybrid only' parking restrictions be removed and replaced with the same general parking controls as currently adjacent to the hybrid spaces.

Car Share Parking Space restriction removal

Further to item *TC17/24 – Minor Signage Items*, the removal GoGet car share parking spaces as requested by carshare operator due to low usage, they are recommended to be retained. Currently the method of allocating car share parking spaces is under review. Once the review is finalised the current car share parking spaces will be reassessed. However, if local community members express concerns about the un-used car share spaces, the signs will be reversed (meaning they do not apply) until such time as the situation is clarified.

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That:

- a) all 'Hybrid Vehicles Expected' signs and green paint with 'Hybrid Vehicles Only' stencil be removed.
- b) the car share parking spaces listed within the *TC17/24 – Minor Signage Items* be retained until such time as the method of allocating car share parking spaces is reviewed.
- c) Should any complaints regarding the listed parking spaces be received before then, the signs be reversed, pending review.

**TC29/24 Traffic Committee Report - Minor Signage Items - Parking and Regulatory (All)
(F2014/00528)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.3.29	F2014/00528	Signage, Parking	Parking Issues	CP	Yes

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

No.	Location	Proposal	Comments
1.	Gilderthorpe Avenue Randwick (C) (D05206282-CO) (AD)	Remove 5.5m Mobility Impaired Person's Parking Space (MIPPS) at the frontage of no. 27 Gilderthorpe Avenue, Randwick	Applicant no longer resides at this address.
2.	Judge Lane, Randwick (C) (SR 639743-CO) (AD)	Extend existing 7m long No Stopping restriction on the east side of Judge Lane, south of Gray Street a further 3m south.	To improve access to driveways
3.	Maroubra Road, Maroubra (M) (D05202116-CO) (AD)	Install a 4.4m No Parking restriction across the driveway access of no. 166 Maroubra Road, Maroubra	To help prevent illegal parking
4.	Australia Avenue, Matraville (M) (D05207444-CO) (AD)	Install 5.5m 'Mobility Impaired Person's Parking Space (MIPPS) 8am-6pm' on the south side of Australia Avenue, Matraville, opposite no. 66 Australia Avenue, east of the vehicle access of Purcell Park	To assist eligible mobility impaired persons park close to Purcell Park
5.	Waterside Avenue, Maroubra (M) (D05204661-CO) (AD)	Install 12m long yellow No Stopping line marking on the eastern side of Waterside Avenue, Maroubra, between points 6m north and 6m south of apex of pronounced bend in the road, near no.2 Waterside Avenue	To improve sight lines between approaching vehicles.
6.	Bundock Lane, South Coogee (C) (D04902071 / D05219139-CO) (AD)	Reduce existing 21m 'No Parking 7am-12 noon Thursdays' on the north side of Bundock Lane at the rear of nos 245, 247 and 251 Rainbow Street, South Coogee by 11m west	To facilitate works at the rear Rainbow Street, South Coogee
7.	Lenthall Street, Kingsford (H) (D05224424-CO) (AD)	Replace existing 5.5m long 'P 10 Minute, 8:30am-9:30am, 2:30pm-3:30pm, School Days' restriction at the frontage of no. 23 Lenthall Street, Kensington with 'Disabled Parking Only 8am-9:30am, 2:30pm-4pm, School Days'	To help prevent illegal parking within this space created for young mobility impaired resident.
8.	Pine Street, Randwick (C) (D05215620-CO) (AD)	Install 5.5m Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 26 Pine Street, Randwick	To assist eligible mobility impaired persons park close to their residence
9.	Coogee Bay Road, Coogee (C) (D05191662-CO) (AD)	Remove 5.5m Mobility Impaired Person's Parking Space (MIPPS) at the frontage of 94 Coogee Bay Road, Coogee	Applicant no longer resides at this address.
10.	Hinkler Street, MAROUBRA (M) (D05180427 - SW) (AD)	Install a '2P, 8:00am-8:00pm, Permit Holders Excepted, Area MJ4' zone on the northern side of Hinkler Street, from the eastern edge of the driveway to no. 64 Hinkler Street to the western edge of the driveway to no. 54 Hinkler Street, Maroubra.	As five (5) RPS permits have been issued for Hinkler Street and only 4 RPS spaces are currently available.

11.	Hastings Avenue, CHIFLEY (M) (D05207068 - SW) (AD)	Install Bus Zone signage on the western side of Hastings Avenue from a point 20m south of the southern edge of the entry to the Chifley Sports Reserve Carpark through to the northern edge of the entry access.	As vehicles are currently parking too close to the existing Bus Stop sign
12.	Neptune Street, COOGEE (C) (D05216603 - SW) (AD)	Install 'Loading Zone 7am-11am Mon-Sat' signage for one 90° parking space on the northern side of Neptune Street 40 metres east of Dundas Street.	Due to a request from Wylie Baths
13.	Melody Street, COOGEE (C) SR 632129-RM (AD)	Install P 35minutes parking control on the eastern side of Melody Street outside 37 Melody Street, from the southern edge of the driveway of 28 Bream Street and 5.5m southerly	To assist eligible mobility impaired persons park close to home
14.	Ravenswood Avenue, RANDWICK (C) D05178295-AL (AD)	Install 6m 'Mobility Impaired Person's Parking Space (MIPPS) on the north side of Ravenswood Avenue, Randwick, outside no. 24, from the ELP SY 6354 and 6m westerly	To assist eligible mobility impaired persons park close to home
15.	Avoca Lane, RANDWICK (C) D04881680-CO (AD)	Replace existing 6m 'No Parking 7am-12noon Thursdays' restriction on the north side of Avoca Lane at the rear of no. 216 Barker Street with No Parking	To improve vehicle access on Avoca Lane

Resourcing Strategy implications

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

Discussion: Nil

Recommendation

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

TC30/24 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping (All) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.3.30	F2008/00166	Signage, Parking	No Stopping	CP	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.	Holmes Street	Maroubra	N&S	10	E&W	Cooper Street	D05137757-CO
2.	Cooper Street	Maroubra	E&W	10	S	Holmes Street	D05137757-CO

3.	Cooper Street	Maroubra	W	18	N	Holmes Street	D05137757-CO
4.	Power Lane	Randwick	W	10	S	Clovelly Road	D05173622-SW
5.	Torrington Road	Maroubra	N	13	W	Lurline Street	SR 645993-CO
6.	Torrington Road	Maroubra	N	10	E	Lurline Street	SR 645993-CO

(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.

TC31/24 Traffic Committee Report - Works Zone - Installation and Removal of Signage (All) (F2021/00658)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.3.31	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.				Nil		
REMOVAL						
4.	Bunnerong Road, KINGSFORD	E	20m	391-397 Anzac Parade – works zone at the frontage of site from Bunnerong Road slip lane	Unrestricted	LA/451/2022-DA&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..

TC32/24 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status (All) (F2015/00538)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.3.32	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	The draft strategy was considered by the Council on 27/2/24 and was endorsed to be issued for Community Consultation. A report detailing the outcome of the consultation will subsequently come back to Council.
P.0079384 (D04738666)	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 <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	90% design works almost completed.
GFR-700 (D04977994)	South Coogee to Kingsford Walking & Cycling Improvements Project <i>(Design & installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	Get NSW Active Program 2023/24	\$2,000,000	Signal design process has highlighted a clash with a major water main. Detailed investigations underway currently.
P.0079385 (D04730662)	Randwick to Coogee Active Transport Project: Design Funding <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Route option analysis continues.
GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – <i>(Design of intersection improvements)</i>	Get NSW Active Program 2023/24	\$400,000	Consultation process has concluded. A report will be made to Council detailing consultation outcomes.
GFR-1024 (D04978003)	Todman Avenue and Lenthall Street Walking & Cycling Improvements Project <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Project just commencing. Submissions from appropriate consultants will soon be sought.
P.0084685 (D04996932)	Kensington 40km/h Local Traffic Area <i>(Install a 40km/h zone in area bounded by Anzac Parade and Alison Road, Kensington)</i>	Safe Speeds in High Pedestrian Activity and Local Areas	\$165,000	Detailed signage and linemarking requirements have been endorsed. Installation will soon commence.
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. Installation will soon commence.
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. Installation will soon commence.

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. Installation will soon commence.
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. Installation will soon commence.
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 project may be rescheduled to better align with urban design upgrade works in the 'The Spot' locality.

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: Nil

Recommendation

That the information be received.

Urgent Matters OR Matters for Future Investigation

33/24 Traffic Committee Report - St Paul's St / Perouse Rd, Randwick - The Spot Festival 2024 (C) (F2024/00430)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.33.	F2024/00430	Event	Temporary Road Closure	SW	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.

This item was presented for the February 2024 Traffic Committee during which the proposed road closures and bus service arrangements were provided. As per the February 2024 Traffic Committee recommendations, Council has engaged a contractor to prepare TfNSW-standard Traffic Control Plans (TCPs) showing the location of barriers, and all traffic control signs/facilities. These TCPs were prepared as part of an overarching Traffic Management Plan (TMP) (Council Reference D05230597).

The extent of road closures, clearways and bus service arrangements remain unchanged from that proposed during previous years however the TMP prepared for the 2024 event propose changes to traffic control signs/facilities which have been included below for the information of the Traffic Committee.

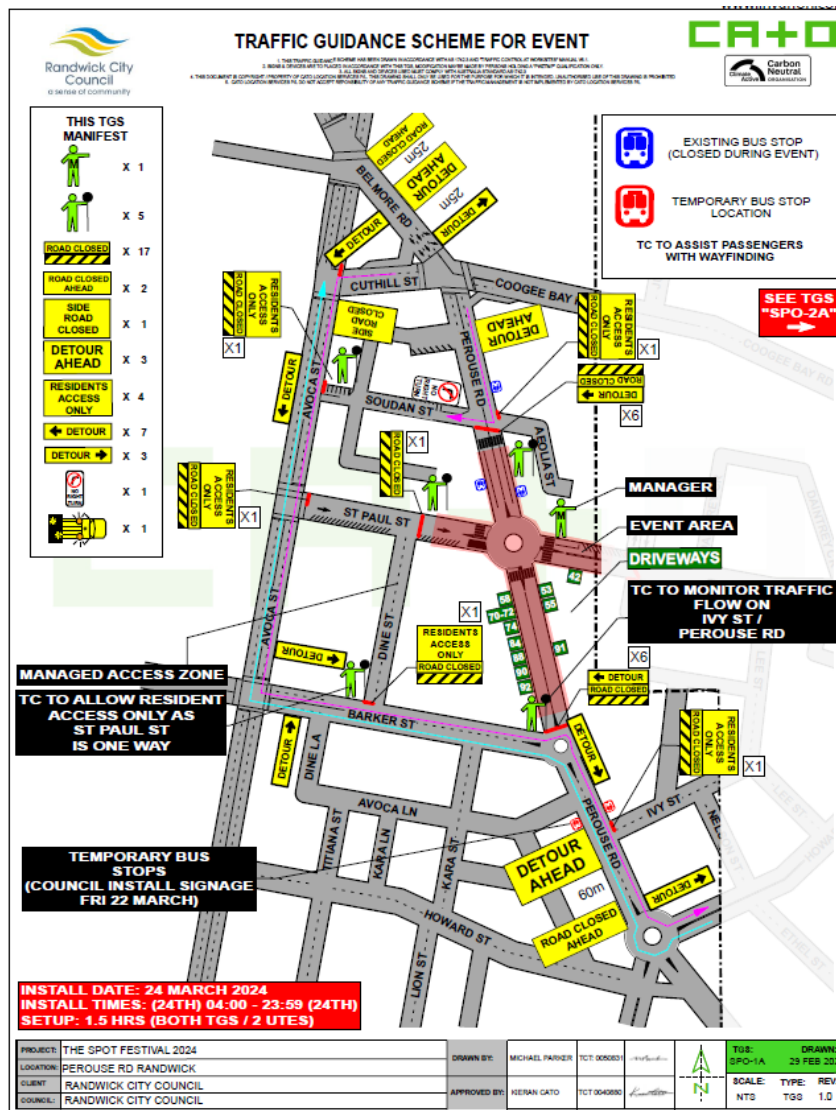


Figure 1: TCP 1 – The Spot Festival

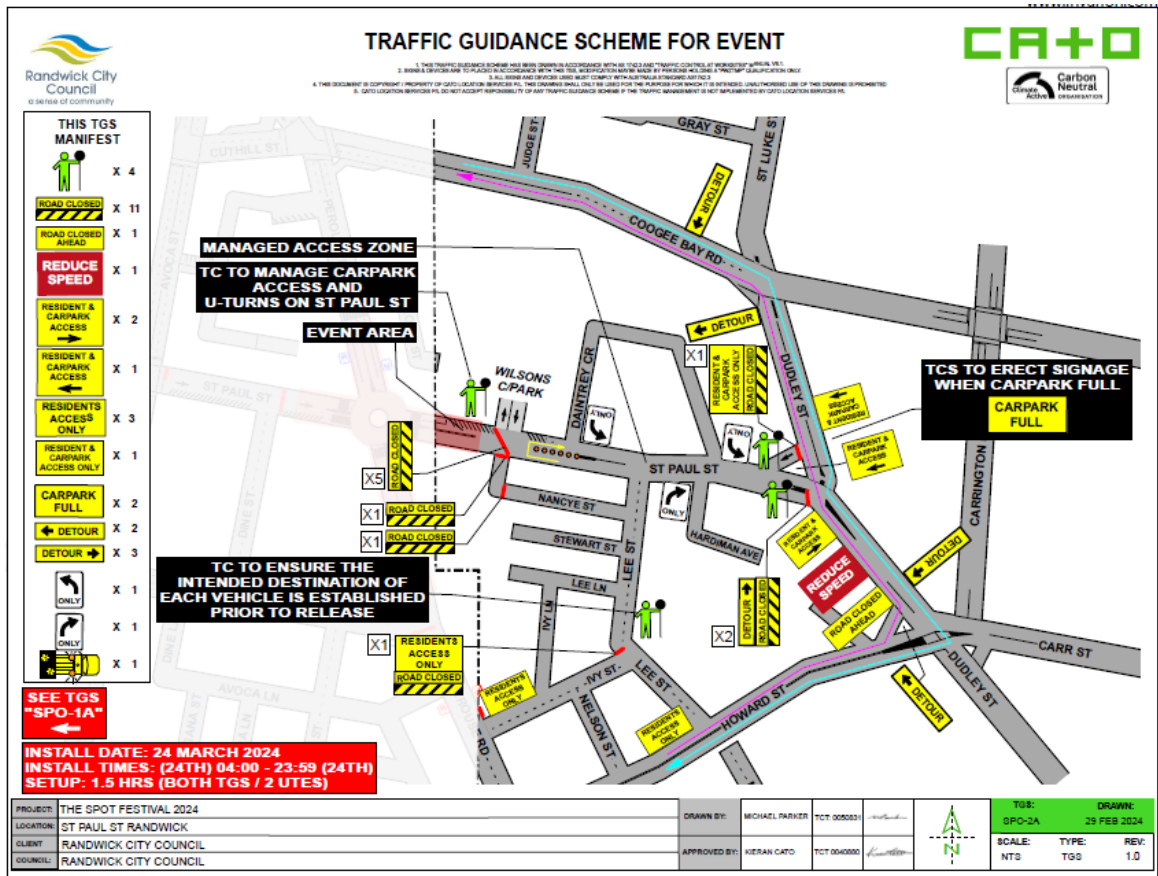


Figure 2: TCP 2 – The Spot Festival

Resourcing Strategy implications

Funding is provided for within the current budget, under the Event Team’s allocation.

Discussion: Nil

Recommendation

That, the TfNSW-standard Traffic Management Plan (TMP) including the TCPs included above, be informed to the Traffic Committee.

34/24 Judge Lane, Randwick - Removal of Mobility Parking Space (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.03.34	D05242200	Signage Parking	No Stopping	TL	Yes

Mr Lehmann stated that a Mobility Parking space towards the eastern end of Judge Lane was not required anymore as the original applicant no longer resides at this location. Accordingly, he recommended to the Committee that it be removed and replaced with No Stopping.

Discussion: Nil

Recommendation

That, the Mobility Parking space towards the eastern end of Judge Lane be replaced with a No Stopping restriction.

**35/24 Rainbow Street / Malabar Road, South Coogee – Pedestrian safety
(F2005/00825)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.03.35	F2005/00825	Pedestrian	Safety Concerns	TL	Yes

Mr Chilcott (Resident) shared his thoughts on the safety of pedestrians in and around the roundabout at the Rainbow Street / Malabar Road intersection. Mr Lehmann agreed to have this matter investigated.

Discussion: *Nil*

Recommendation

That, the information be received.

The meeting closed at 10am.