



## MINUTES OF TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 9 APRIL 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 Sritharan

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

Cr Philpa Veitch  
Kathy Neilson  
Michael Olive  
Noel D'Souza

Mayor - West Ward Councillor  
North Ward Councillor  
East Ward Councillor  
South Ward Councillor

Kate Lewis  
Bushara Gidiess  
Helen Fragakis  
Carmen Avila  
Paul Chilcott  
Anthony Ryan  
Kristina Warton  
Diana Nazaroff

TfNSW  
Transdev John Holland  
South Eastern Sydney LHD Health  
Chairperson Randwick Precinct Committee  
Resident  
Resident  
Resident  
Resident

Amir Lahouti, Anthony Baradhy, Caterina Perali, Coen O'Shannessy, Duncan Scott, Jay Lee-Pieterse, Lachlan Wood, Padmanaban Subramanian & Shenara Wanigasekera - Randwick City Council

## Apologies

Apologies were received from:

- Peter Scott 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

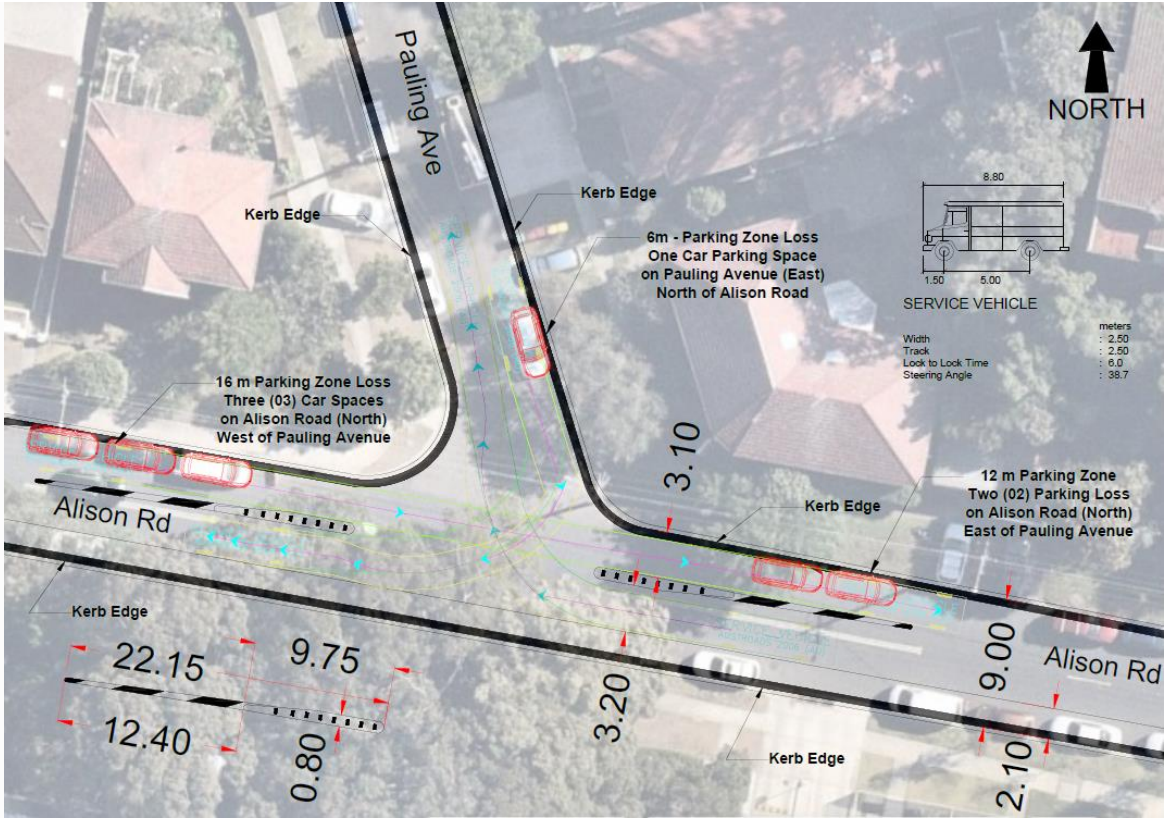
### TC36/24 Traffic Committee Report - Alison Road near Pauling Avenue, Coogee - Median (C) (F2009/00067)

<i><b>Index code</b></i>	<i><b>Trim Ref:</b></i>	<i><b>Category</b></i>	<i><b>Sub Category</b></i>	<i><b>By</b></i>	<i><b>AD</b></i>
2024.04.36	F2009/00067	Traffic Device	Medians	SW	Yes

Following on-going consultation with residents and an on-site meeting between Council officers and a local resident, it is considered appropriate to proceed with the implementation of two median strips on Alison Road on either side of Pauling Avenue.

The proposed median arrangements will result in the loss of three (3) on-street parking spaces on the western side of Pauling Avenue and the loss of two (2) on-street parking spaces on the eastern side of Pauling Avenue.

The construction of the two medians would be staged with the eastern median proposed to be built prior to the western median.



Resourcing Strategy implications

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

Discussion: Nil

Recommendation

That the median islands proposed in Alison Road, east and west of Pauling Avenue, be installed.

TC37/24 Traffic Committee Report - Avoca Street / Bundock Street / Sturt Street, Randwick / Kingsford (C) (F2005/00825)

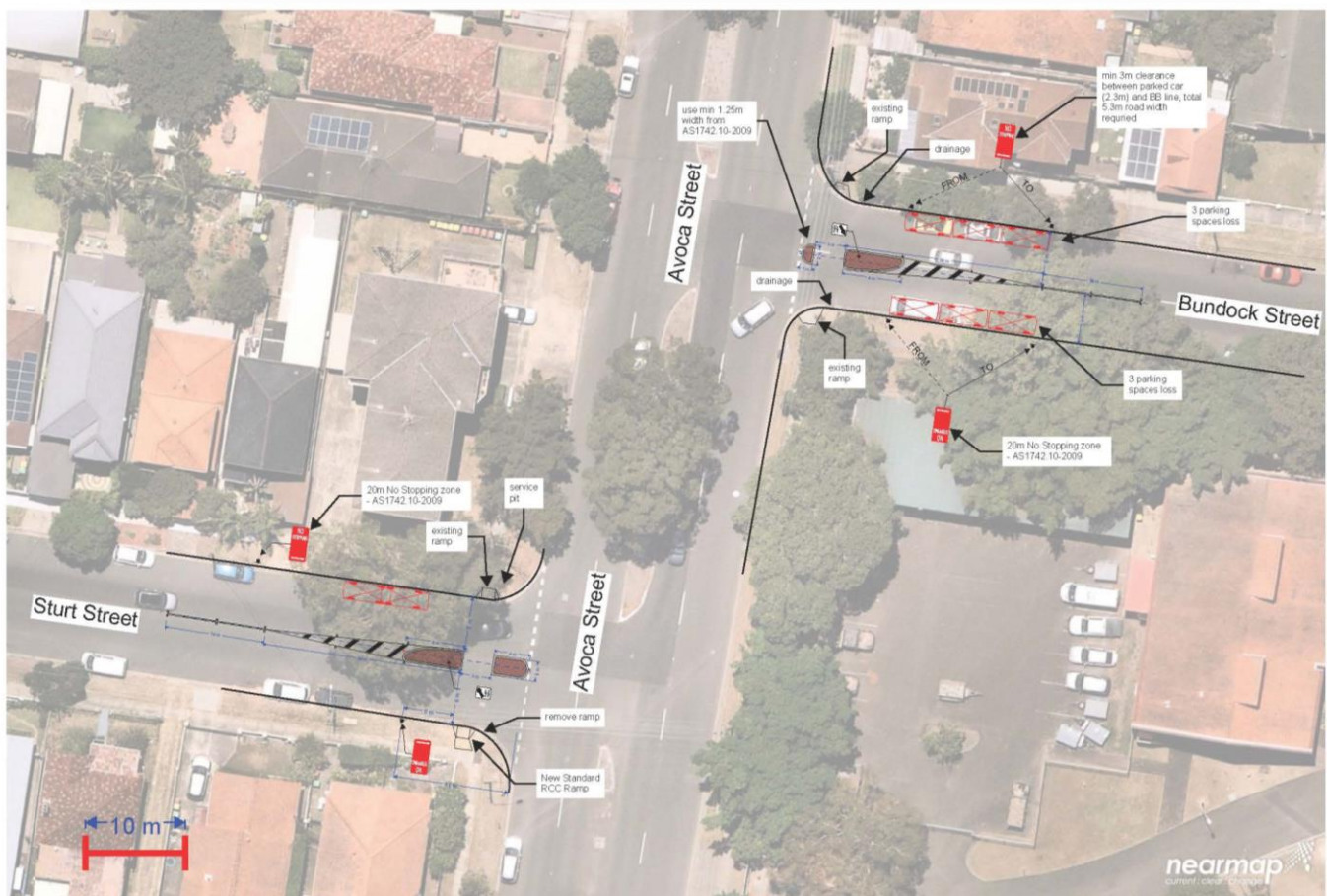
Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.37	F2005/00825	Pedestrian	Refuge	TL	Yes

As detailed at recent Traffic Committee meetings, the issue of temporary pedestrian refuges at the Avoca Street / Bundock Street / Sturt Street, Randwick / Kingsford intersections is to be reported upon at this meeting.

Council officers had previously indicated that if there were delays with the introduction of the planned traffic signals at the above intersections, proposals regarding temporary pedestrian refuge treatments would be detailed. As the detailed design investigations have progressed it has been realised that significant, additional, work is required, due to major Sydney Water assets extending through the centre of the intersection. The Council has two options to address the mandated Sydney Water requirements, when constructing near to this major water main:

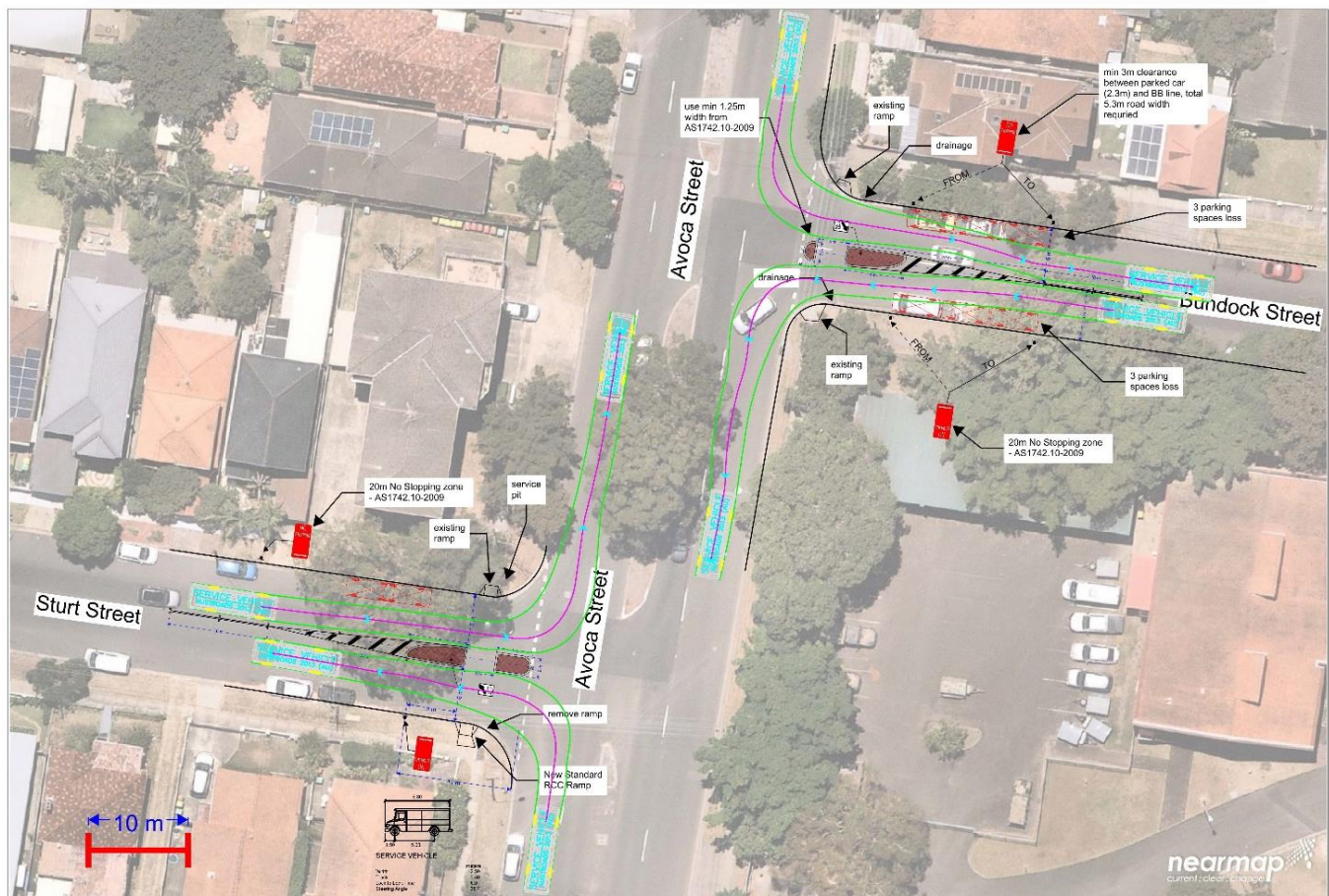
- Traffic control signal footings being installed within the zone of influence but 600mm clear of the water main require the submission of a detailed design to Sydney Water with a specialised supervisor managing it (Approval time 6-8 months), or
- Traffic control signal footings being installed within the zone of influence less than 600mm clear of water main requires the preparation of a major works approval from Sydney Water (Approval time 12-18 months)

Given that these two design options will result in significant delays it is proposed that the previously discussed interim pedestrian refuges be installed. Following are plans of the proposed pedestrian refuges and swept paths.



### Proposed pedestrian refuges at subject intersections





### Swept path diagrams relating to proposed pedestrian refuges at subject intersections

Recently, when the Albion Street / Fern Street pedestrian refuge installation was delayed due to urgent drainage upgrades, the Council implemented temporary pedestrian refuges for over 6 months. These temporary devices were implemented with the use of temporary kerb elements and vertical delineators and were well utilised by local community members. It is proposed that the temporary pedestrian refuges at the Avoca Street intersections be implemented with similar materials. The following images detail the temporary pedestrian refuges installed in Albion Street.







The two proposed temporary pedestrian refuges will reduce the width of the traffic lanes from the side streets, down to a single lane. Accordingly, a requirement of the proposed changes to the intersection is that right turns from Bundock Street (westbound) into Avoca Street (northbound) be banned and right turns from Sturt Street (eastbound) into Avoca Street (southbound) be banned. The legal authority to ban turn movements is not delegated to Councils but remains with TfNSW. As a result, a Transport Management Plan (TMP) has been submitted to TfNSW seeking approval for the Council to implement the right turn bans.

## Resourcing Strategy implications

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

## Discussion:

*Clarification was sought from the Mayor regarding the likely timing of implementation of the proposed temporary pedestrian refuges. Mr Sritharan (TfNSW) indicated that the Council's submitted Traffic Management Plans were currently being assessed and that he expected a response within a few weeks.*

*Mr Ryan (Resident) raised concerns about possible diverted traffic utilising Bundock Lane as a 'rat-run' once the temporary pedestrian refuges are installed at the Avoca Street intersection. Mr Lehmann agreed to monitor Bundock Lane traffic, following implementation of the pedestrian refuges, to ascertain if there have been any traffic impacts.*

*Residents Ms Warton and Ms Nazaroff each expressed gratitude for Council pursuing the installation of the proposed temporary pedestrian refuges. They encourage Council to install the devices as soon as possible.*

## Recommendation

That,

1. provided that TfNSW endorses the submitted Transport Management Plan, temporary pedestrian refuges be installed in Bundock Street and in Sturt Street, at their respective intersections with Avoca Street, and
2. Council monitor the traffic situation in Bundock Lane before and after implementation of pedestrian refuges.

## TC38/24 Traffic Committee Report - Brook Street, Coogee - Proposed "No Stopping" area (C) (F2004/07433)

Index code	Trim Ref:	Category	Sub Category	By	AD
2022.04.38	D05096325	Signage Parking	No Stopping	AB	Yes

Following the December 2023 Traffic Committee report TC166/23, regarding the "3t Gross Load Limit", at the Brook Street bridge over Havelock Street it is now recommended to reduce the number of vehicles parking upon the structure.

Currently, the bridge in Brook Street, Coogee features "2P, 2pm-8pm Sat, 7am-8p Sun" Parking restriction at the eastern kerb side of the bridge adjacent to St Brigid's Church. The proposed "No Stopping" area will remove five timed parking spaces on the bridge only. The remaining parking spaces outside the bridge edge mainly to the south will continue to operate as per current parking arrangement (see Figure 1).

Figure 1: Proposed “No Stopping” Signage in Brook Street, Coogee



### Resourcing Strategy implications

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

### Discussion: Nil

### Recommendation

That:

1. The information contained in the report on Brook Street, Coogee - proposed “No Stopping” area be received.
2. The Proposed “No Stopping” parking controls, as detailed within the enclosed diagram be implemented.
3. Local residents and establishments be informed of the upcoming parking changes.



**TC39/24 Traffic Committee Report - Denning Street, South Coogee - Speeding Concerns (C) (F2006/00101)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.04.39	D05205252	Road Safety	Speeding	SW	Yes

Concerns have been raised from residents of Denning Street, between Evelyn Street and Athol Street, South Coogee, regarding road safety and incidences of vehicles speeding through the street.

Denning Street is a two-way local road in the area of concern, and 9m wide. It runs north to south between Rainbow Street in the north and ending at Cuzco Street and Malabar Road in the south. Parking is largely unrestricted on either side of the street between Evelyn Street and Athol Street.

Traffic counts were undertaken from 8 March 2024 for a seven-day period to determine the extent of the speeding issue. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Location**

Denning Street,- in front of 17 Denning Street			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	1,615	950	665
		7 Day Average	1,584	918	666
Weekday	AM	8:00	169	123	46
Peak hour starts	PM	15:00	125	69	67
Speeds: (Km/h)		85th Percentile	40.7	40.9	40.5
		Average	33.5	33.6	33.5
Speed %:		% of vehicles > 50-60 km/h	1%	1%	1%
		% of vehicles > 60 km/h	0%	0%	0%
Classification % :		Commercial Vehicles (class 3-12)%	6.3%	5.8%	6.9%

**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 significantly lower than the posted speed limit 50km/h. As a minimal number of vehicles are travelling above the speed limit (1%), further action is not recommended.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: Nil

### Recommendation

That:

1. That the results of the traffic surveys for Denning Street, South Coogee, undertaken 8 March 2024 be noted,
2. The resident raising these concerns be notified about the recommendation of the Traffic Committee.

### TC40/24 Traffic Committee Report - Roberts Avenue, Randwick (C) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.40	D05095309	Road Safety	Speeding	DA	Yes

Concerns have been raised regarding the speed at which motorists are travelling along Roberts Avenue, between Frenchmans Road and Ravenswood Lane, Randwick. Roberts Avenue is a local road which measures 12.5m wide with 90-degree angle parking along most of the western side with parallel parking on the eastern side - leaving only a 5.5m trafficable lane for two-way traffic.

Speed and traffic counts were undertaken from 21 February 2024 for a seven-day period to determine the extent of the speeding issue.

Roberts Avenue, Randwick			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	283	160	123
		7 Day Average	271	153	118
Weekday	AM	8:00	26	16	10
Peak hour starts	PM	15:00	25	15	10
Speeds: (Km/h)		85th Percentile	36.7	36.9	36.5
		Average	27.1	27.8	26.2
Speed %:		% of vehicles > 50 km/h	0	0	0
		% of vehicles > 60 km/h	0	0	0
Classification % :		Light Vehicles up to 5.5m	93%	93%	92%

The data highlights that the average daily traffic volumes are low in Roberts Avenue in the context of an urban environment and the 85th percentile speed is also well below the speed limit of 50km/h. Therefore, no action is deemed necessary at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion: Nil

### Recommendation

That:

1. It is noted that no action is deemed necessary at this time.
2. The resident who raised the initial concerns be notified of the rationale for this outcome.

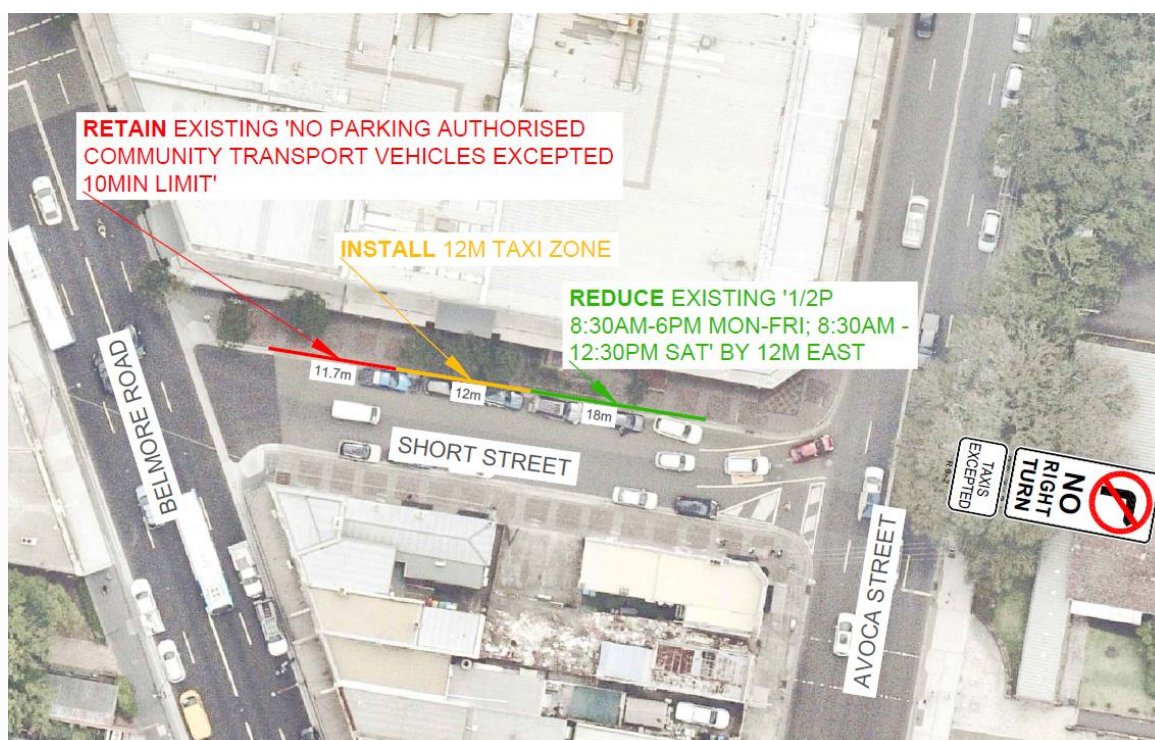
### **TC41/24 Traffic Committee Report - Short Street, Randwick - Taxi Zone (C) (F2007/00511)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.41	D05110031	Signage Parking	Taxi Zone	CO	Yes

Concerns have been raised regarding the difficulty of hailing a taxi on Belmore Road and surrounding streets near the Royal Randwick Shopping Centre.

To address these concerns, it is proposed that a 12m long Taxi Zone be installed on the north side of Short Street starting immediately after the existing 11.7m long 'No Stopping Authorised Community Transport Vehicles Excepted 10 min Limit' restriction.





It is notable that the 'No Right Turn' restriction from Short Street onto Avoca Street would require passengers wishing to travel south to make a detour, traveling north on Avoca Street towards Alison Road and turn onto Belmore Road before traveling south.

In order to make passengers trips more convenient, it is also proposed that the Council will submit a Traffic Management Plan to propose an exception for Taxis from the existing No Right Turn Restriction applying to Short Street motorists, at Avoca Street.

At the request of the NSW Taxi Council, it is suggested that this proposal be implemented for a period of 6 months to assess the long-term viability of a Taxi Zone on Short Street.

### Resourcing Strategy implications

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

### Discussion:

*Mr Sritharan (TfNSW) stated that TfNSW raises no objections to the proposed Short Street Taxi Rank, however, given the close proximity of the pedestrian signals on Avoca Street, TfNSW cannot support the proposed Taxi Vehicle exemption from the existing No Right Turn control at Avoca Street.*

*Ms Avila (Chair Randwick Precinct Committee), suggested that an alternate location for a taxi rank could be upon the southern side of Arthur Street, between Belmore Road and Clara Street. After some discussion it was agreed that this matter be deferred pending an investigation of this proposed alternate location.*

### Recommendation

That the matter of a new taxi rank in the Randwick Shopping Centre be deferred pending an investigation of an alternate location for the rank.

## TC42/24 Traffic Committee Report - Houston Road, Kingsford - Council Carpark Accessible Parking (H) (F2008/00334)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.42	D05188458	Signage Parking	Angle Parking	SW	Yes

Concerns have been raised regarding two (2) accessible parking spaces within the Council carpark located at 88-90 Houston Road, Kingsford.

It is therefore proposed to amend the widths of the existing accessible parking spaces in accordance with AS 2890.6 (2009).

The proposed changes will result in the removal of one off-street parking space within the Council carpark to provide two 2.4m wide accessible spaces with a shared area between them of the same width. In addition, the accessible parking spaces located adjacent to the property boundary will provide an additional clearance of 300mm to the kerb/retaining wall located adjacent to the property boundary.

The proposed arrangement is illustrated within the figure below.



**Fig 1: Proposed Arrangements for Accessible Parking**

### Resourcing Strategy implications

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

### Discussion: Nil



## Recommendation

That:

1. That a single off-street parking space be removed from the Council Carpark located at 88-90 Houston Road, Kingsford.
2. That the carparking arrangement be amended within the off-street carpark to provide an accessible space 2.7m wide space adjacent to the property boundary and a second accessible space 2.4m wide with a shared area 2.4m wide between the two spaces. The shared area is also required to be provided with a bollard.

### TC43/24 Traffic Committee Report - Todman Ave / Carminya St, Kensington - Pedestrian Crossing (H) (F2004/08240)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.04.43	D04950965	Pedestrian	Safety concerns	TL	No

On 23 May 2023 the Council resolved (Luxford/Hay):

That Council investigate the lighting of the Pedestrian Crossing on Todman Avenue and Carminya Street Kensington and liaise with relevant stakeholders to improve safety and vision to drivers and pedestrians.

In accordance with the Council resolution, the site has been inspected during the day and night. One issue of concern is the number of well-established fig trees along the east side of Todman Avenue. The trees are blocking the streetlight that illuminates the southbound approach to the crossing.

As can be seen from the following image, the first streetlight to the north of the crossing, on the east side of Todman Avenue, is inside the canopy of the fig tree.





The floodlights and streetlights at and adjacent to the crossing are all functioning satisfactorily. In addition, the streetlights on approach from each direction are also working well. It is considered that the types of floodlights at the Pedestrian Crossing are appropriate and that the number of street lights on each side of the approaches to the crossing are considered adequate as well.

Again, however, it is noted that the fig trees adjacent to the floodlight, on the east side of Todman Avenue, are impacting on the lighting level of the crossing - to some degree.

Council's tree preservation team has assessed the situation and are making arrangements to carry out appropriate trimming of five fig trees (i.e. crown lifting and thinning) to improve lighting on the southbound approach to the crossing, and at the crossing.

It should be noted, as recommended in a separate report to the Traffic Committee, that upcoming linemarking improvements are proposed for Todman Avenue. These proposed improvements include:

- appropriate zig-zag road markings on approach to the crossing, and
- a differentially coloured (ochre) road surface treatment is being applied to the area of the Pedestrian Crossing.

Both of the above road marking treatments, and the proposed tree management actions, will improve motorists' awareness of the Todman Avenue Pedestrian Crossing, at Carminya Avenue, Kensington.

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

### **Discussion: Nil**

### **Recommendation**

That the information be received.

## TC44/24 Traffic Committee Report - Todman Avenue, Kensington - Provisional Line Marking Improvements (H) (F2010/00077)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.04.44	F2010/00077	Line Marking	Bike Lane	JLP	Yes

The proposed design for short-to-medium term line marking improvements along Todman Avenue from South Dowling Street to Doncaster Avenue, Kensington, were brought to the March 2024 Randwick Traffic Committee meeting (TC25/24). The proposed works will improve the current line marking conditions for the safety of all road users. Longer term, the Council will work with Transport for NSW (TfNSW) on the development of plans for a possible separated cycleway along Todman Avenue. Once developed such plans would be the subject of community consultation.

At the March Traffic Committee meeting, the TfNSW representative requested that the item be deferred pending further discussions with TfNSW officers regarding the the designs.

Since the meeting, Council officers and TfNSW representatives have discussed the design, and the following amendments have been made to the latest linemarking and signage plans shown below (P00341875):

- South-east bound buffer be relocated to be between bicycle lane and vehicular travel lane rather than between bicycle lane and parked vehicles. This change was based on a weighing of the risks associated with cyclists conflicting with the door opening of the parked vehicles versus cyclists conflicting with passing vehicles. Considering the low turnover of the parked vehicles versus the high number of larger vehicles, such as buses, accessing South Dowling via Todman Avenue, moving vehicles were deemed the higher risk and it was agreed that the painted separator be positioned adjacent to the moving vehicle lane. Also this revised arrangement, would be consistent with the north-west bound traffic.
- Removal of one on-street bicycle stencil in the south-east bound travel lane, nearest to South Dowling Street.

Further improvements to Todman Avenue will be determined through the design process of the Todman Avenue Walking and Cycling Improvements Project.

















## Discussion:

Following a request from the Mayor, Mr Lehmann provided a verbal explanation to the Committee of the objective of the proposed new, interim, line marking along Todman Avenue. He also indicated that it is likely that this line marking upgrade would be effected by the end of June 2024.

## Recommendation

The Todman Avenue linemarking / signage upgrade project, as detailed on the enclosed plans (P00341875), is endorsed for implementation.

### TC45/24 Traffic Committee Report - Austral Street, Malabar - Traffic Congestion (M) (F2006/00050)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.45	D05229281	Reporting	Traffic Count Data	AB	Yes

Following concerns received about Austral Road traffic conditions, between Anzac Parade and Raglan Street, Malabar, the Council arranged for traffic counts to be undertaken outside no.12 and outside no.57 (as shown in the following image).





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

Austral Street, Site 1 (Outside Property #12)			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	3955	2150	1805
		7 Day Average	3840	2068	1772
Weekday	AM	7:00	1744	1169	575
Peak hour starts	PM	17:00	1733	880	853
Speeds: (Km/h)		85th Percentile	49	49	50
		Average	43	43	44
Speed %:		% of vehicles > 50-60 km/h	21	9	12
		% of vehicles > 60 km/h	1	0.0	1
Classification % :		Commercial Vehicles (class 3-12)%	4.8	2.8	7.1

The data highlights that the 85%ile traffic speeds appear to be moderate to low. Regarding traffic volume, data shows that there is a higher volume in Austral Street during school pick-up / drop-off periods. This is considered normal due to the number of parents/carers dropping off and picking up students at the nearby St Andrew's Catholic Primary School. The traffic volumes reduce outside peak hour which is also expected and considered normal.

Austral Street, Site 2 (Outside Property #57)			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	3048	1639	1409
		7 Day Average	2976	1586	1391
Weekday	AM	7:00	1330	879	451
Peak hour starts	PM	17:00	1229	542	687
Speeds: (Km/h)		85th Percentile	51	50	53
		Average	42.8	43.2	42.2
Speed %:		% of vehicles > 50-60 km/h	32	18	14
		% of vehicles > 60 km/h	3	2	1
Classification % :		Commercial Vehicles (class 3-12) %	3.5	3.8	3.2

Site 1 (outside #12)		7am-8am	8am - 9am	9am-10am	2pm-3pm	3pm-4pm	4pm-5pm
Northbound	AM Peak Hour	1110	1288	887	-	-	-
	PM Peak Hour	-	-	-	806	1071	901
Southbound	AM Peak Hour	430	537	617	-	-	-
	PM Peak Hour	-	-	-	720	889	969

Site 1 (outside #57)		7am-8am	8am - 9am	9am-10am	2pm-3pm	3pm-4pm	4pm-5pm
Northbound	AM Peak Hour	903	988	745	-	-	-
	PM Peak Hour	-	-	-	623	682	687
Southbound	AM Peak Hour	327	435	489	-	-	-
	PM Peak Hour	-	-	-	578	760	797



Queues extended along Ireton Street from Austral Street back to a point beyond Herbert Street. Also, queuing along Austral Street is occurring due to the traffic lights at Anzac Parade (north of Ireton Street), for short periods only.

Furthermore, it was observed that due to the short banking space, which accommodates only one vehicle at the traffic lights (located north of the 'Keep Clear' area and adjacent to the western curb), the second vehicle turning right from Ireton Street (northbound) into Austral Street sometimes utilises the 'Keep Clear' area illegally. This action results in the vehicle stopping in the middle of the 'Keep Clear' area, obstructing northbound motorists who intend to turn right from Austral Street into Ireton Street. Although this behaviour sporadically occurs and lasts for a short duration, it leads to congestion and queues on Austral Street, extending southward.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion:

*(NOTE: Subsequent to the Traffic Committee meeting, Peter Scott from NSW Police informed Council officers that consideration will be given to Police undertaking patrols and enforcement at Austral Street and Ireton Street, in response to a lack of general compliance to the road markings, at peak times.)*

### Recommendation

That consideration be given by the Eastern Beaches Police Traffic PAC to the undertaking of patrols and enforcement of driver behaviour at this location.

## TC46/24 Traffic Committee Report - Macquarie Street, Chifley (M) (F2004/06183)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.46	D05153735	Road Safety	Speeding	DA	Yes

Concerns have been raised regarding the speed at which motorists are travelling along Macquarie Street, at the vicinity of 62-64 Macquarie Street, Chifley. Macquarie Street is a local road which measures approximately 8.9m wide with parking allowed on both sides of the street.

Speed and traffic counts were undertaken from 28 February 2024 for a seven-day period to determine the extent of the speeding issue.

Macquarie Street, Chifley			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	884	377	507
		7 Day Average	853	365	488
Weekday	AM	8:00	102	59	43
Peak hour starts	PM	17:00	102	35	67
Speeds: (Km/h)		85th Percentile	47.8	47.9	47.6
		Average	39.4	39.5	39.4
Speed %:		% of vehicles > 50 km/h	8.5%	9%	8%
		% of vehicles > 60 km/h	0.7%	0.8%	0.6%
Classification % :		Light Vehicles up to 5.5m	97%	96%	98%

The data highlights that the average daily traffic volumes are in acceptable limit of an urban environment and the 85th percentile speed is also below posted speed limit 50km/h. Therefore, no action is deemed necessary at this time.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Discussion:

*Cr Olive indicated that the speeds were a little bit high. Mr Lehmann responded by suggesting that Council provide the Traffic Counts to the police for consideration of enforcement. This was agreed to by the Committee.*

### Recommendation

That:

1. The details of the Traffic Count of Macquarie Street be forwarded to NSW Police for consideration of possible speed enforcement.
2. The resident who raised the initial concerns be notified of the rationale for this outcome.

#### TC47/24 Traffic Committee Report - Wallace Street, Kingsford (M) (F2023/02312)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2024.04.47	D04926571	Signage Regulatory	Other	AL	Yes

The Council has received numerous requests from residents of Wallace Street to address the issue of truck entry into Wallace Street from Botany Street. It has been highlighted that the section of Wallace Street between Botany Street and Wallace Lane is narrow, and kerbside parking is permitted on the southern side of this road segment. Unfortunately, parked vehicles are frequently being damaged by large trucks due to the limited width of the road.

To alleviate this problem, the Council proposes implementing a temporary measure of 'No entry for trucks larger than 8m' at the entry point of Wallace Street from Botany Street. This proposed restriction aims to minimise damage to parked vehicles and improve safety along the narrow stretch of the road. It is important to note that this measure is intended as a six-month trial period. The Council will develop a Transport Management Plan (TMP) for the consideration of Transport for NSW. Upon receiving the necessary approval, the Council will proceed with the implementation of the proposed measures outlined in the plan.



### Resourcing Strategy implications

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

### Discussion: Nil

### Recommendation

That,

1. It is noted that no objection is raised to the implementation, for a six month trial period, of a 'No entry for trucks larger than 8m' traffic control in Wallace Street, west of Botany Street, Kingsford,
2. It is noted that a formal Transport Management Plan (TMP) relating to the aforementioned traffic control will be prepared and submitted to TfNSW for consideration and possible approval, and,
3. The proposed 'No entry for trucks larger than 8m' traffic control proposed in Wallace Street, west of Botany Street, Kingsford, be implemented if and when Council receives the approval of the TMP from TfNSW.



**TC48/24 Traffic Committee Report - Minor Signage Items - Parking and Regulatory (All)  
(F2014/00528)**

<b>Index code</b>	<b>Trim Ref:</b>	<b>Category</b>	<b>Sub Category</b>	<b>By</b>	<b>AD</b>
2024.04.48	F2014/00528	Signage, Parking	Various	CP	Yes

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

<b>No.</b>	<b>Location</b>	<b>Proposal</b>	<b>Comments</b>
1.	88 Arden Street, Coogee (C) (D05216632-AB) (AD)	Install new Mobility Impaired Person's Parking Space (MIPPS), in Arden Street, aligned with the southern boundary of 88 Arden Street, Coogee	The resident doesn't have an off-street parking space.
2.	Galvin Street near Flower Street, Maroubra (M) D05135697 & D05136162 -DA (AD)	Amend the previously approved 20m long 'No Parking' restriction on the southern side of Galvin Street (starting at 10m west of Flower Street) to 9m long 'No Parking' section starting at 10m west of Flower Street.	To free up two parking spaces at this location, following concerns about the previous recommendation raised by local residents.
3.	Donovan Avenue, MAROUBRA (M) (D05236571 - SW) (AD)	Install a "No Parking Wedding or Funeral Vehicles Excepted" on the southern side of Donovan Avenue, starting 10m east of the intersection with Parer Street and continuing up to the eastern edge of the driveway of 25 Donovan Avenue, Maroubra.	As the Church has requested a dedicated funeral or wedding vehicle parking space.
4.	Carr Street / Brook Street, COOGEE (C) (D05225087 - SW) (AD)	Install yellow NS1 kerbside line marking for full-time no stopping on the southwest corner of the roundabout, starting from 10m west of the pedestrian refuge crossing point and continuing easterly then southerly to the northern edge of the driveway for 24 Carr Street.	As vehicles park across pram ramp on west leg of Carr Street
5.	Bundock Lane, RANDWICK (C) (D05153675 - SW) (AD)	Install No Parking signage on the northern side of Bundock Lane, starting from 10m east of Canberra Street and continuing to 10m west of the driveway of 55-61S Canberra Street.	To facilitate emergency vehicle access.
6.	Brook Street, COOGEE (C) (631338-RM) (AD)	Install 2.3m P Motor Bikes Only (NSWRR 202) between the driveways of No.95A Brook Street and No.63 Bream Street, Coogee NSW 2034.	To prevent cars parking in small spaces obstructing driveway access for the residents.
7.	Maroubra Road, MAROUBRA (M) (D05244011-RM) (AD)	Replace existing parking controls of '½P, 8:30AM-6PM, Mon-Fri 8:30AM-1PM Sat' at frontage of 16 Maroubra Road, Maroubra NSW 2035, immediate east of the Bus Zone with 'MIPPS, 8:30AM-6PM, Mon-Fri 8:30AM-1PM Sat'.	To assist eligible mobility impaired residents park close to the local amenities.
8.	Dudley Street, COOGEE (C) (D04907845-RM) (AD)	Reduce existing "2P, 8AM-10PM, Mon-Sun, Permit Holders Excepted, Area CO3" zone on the northern side of Dudley Street, between Arden Street and Beach Street by 5.5m west from the western driveway of 77 Dudley Street, Coogee NSW 2034 to exchange for a 5.5m "MIPPS".	To assist eligible mobility impaired residents park close to their property.
9.	Dudley Street, COOGEE (C) (D04907845-RM) (AD)	Install an additional "2P, 8AM-10PM, Mon-Sun, Permit Holders Excepted, Area CO3" space at the frontage of	To compensate the residential parking loss on the northern side of Dudley

		No.98 Dudley Street, Coogee NSW 2034.	Street, between Arden Street and Beach Street.
10.	Judge Street, RANDWICK (C) (D05227772-CO) (AD)	<del>Install 7.7m Motorcycle Parking restriction on the eastern side of Judge Street, Randwick starting 10m north of Judge Lane and ending on the north side of the driveway access of 21 Judge Street.</del>	<del>To prevent cars parking in a small space obstructing driveway access for the residents.</del> <i>Deferred pending further consultation with local resident.</i>
11.	Hardiman Avenue RANDWICK (C) (SR 644336-CO) (AD)	Install 21m long No Parking restriction on the cul-de-sac of Hardiman Avenue, starting 5.4m east of the driveway access of 88 St Pauls Street, Randwick on Hardiman Avenue and ending on the western edge of the driveway access of 5 Hardiman Avenue, Randwick.	To prevent vehicles blocking access to driveways.
12.	Ravenswood Lane, RANDWICK (C) (SR 652495-CO) (AD)	Install 3m long No Parking restriction on the south side of Ravenswood Lane starting east of the rear access of 18 Ravenswood Lane, Randwick.	To prevent vehicles blocking rear access to property.
13.	Lenthall Street, KENSINGTON (H) (D05206537-CO) (AD)	Install 5.4m long Mobility Impaired Person's Parking Space (MIPPS) at the south side of Lenthall Street starting immediately west of the driveway access of 30 Lenthall Street, Kensington and continuing west.	To assist eligible mobility impaired resident park close to their property.

### Resourcing Strategy implications

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

### Discussion:

*Mr Lehmann sought a deferral of Item no.10, pending some further consultation. The Committee agreed to this request.*

### Recommendation

That the recommendations listed in the Minor Signage items table, are approved for implementation / action, apart from item 10 (Judge Street), wherein it was agreed that the matter be deferred pending further consultation.

## TC49/24 Traffic Committee Report - Parking Control Signage at Intersections - No Stopping (All) (F2008/00166)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.49	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.	Kensington Road	Randwick	East	15	North	Addison Street	D05210530-SW(AD)
2.	Kensington Road	Randwick	West	15	South	Addison Street	D05210530-SW(AD)
3.	Cooper Street	Maroubra	West	20	North	Holmes Street	D05137757 (AL)
4.	Cooper Street	Maroubra	East	15	South	Holmes Street	D05137757 (AL)
5.	Cooper Street	Maroubra	West	15	South	Holmes Street	D05137757 (AL)
6.	Holmes Street	Maroubra	North	10	East	Cooper Street	D05137757 (AL)
7.	Holmes Street	Maroubra	South	10	East	Cooper Street	D05137757 (AL)
8.	Holmes Street	Maroubra	North	10	West	Cooper Street	D05137757 (AL)
9.	Holmes Street	Maroubra	South	10	West	Cooper Street	D05137757 (AL)
10.	Denning Street	South Coogee	West	10	North & South	Belford Place	SR 650558 - CO (AD)
11. B	Belford Place	South Coogee	North & South	10	West	Belford Place	SR 650558 - CO (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.

## TC50/24 Traffic Committee Report - Transport for NSW (TfNSW) Funded Project Status (All) (F2004/06616)

Index code	Trim Ref:	Category	Sub Category	By	AD
2024.04.50	F2004/06616	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 (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. Early paths orientation being planned. More detailed traffic signal modelling and design is under progress.
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	Route option analysis continues.  Discussions have been held with Health Infrastructure to better understand route options.
GFR-815 (D04978000)	Maroubra Road Walking & Cycling Improvements Project – (Design of intersection improvements)	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 (Design works)	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 of initial signage has recently commenced.
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. Lighting design is underway. 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 & Harbourn 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:**

*Following on from a query raised by Cr Olive, Mr Lehmann explained to the Committee the route options being considered by the Council and Health Infrastructure through the Hospitals' Campuses. Helen Fragakis (South Eastern Sydney LHD Health) clarified that the end of trip facility to which Mr Lehmann had referred, is available solely for staff to utilise. She also reminded Council of the large boom gate operating at the eastern end of Magill Street. This advice was acknowledged.*

**Recommendation**

That the information be received.

**Urgent Matters OR Matters for Future Investigation****TC51/24 Traffic Committee Report – Meeks Street Kingsford – Mobility Parking**

<b><i>Index code</i></b>	<b><i>Trim Ref:</i></b>	<b><i>Category</i></b>	<b><i>Sub Category</i></b>	<b><i>By</i></b>	<b><i>AD</i></b>
2024.04.51	D05117415	Signage Parking Control	Mobility Impaired Persons	AL	Yes

Mr Lehmann informed the Committee that there is a pressing need to relocate some temporarily shifted Mobility Parking Spaces back to their original location, on the south side of Meeks Street, opposite Middle Lane, Kingsford. He sought delegation from the Committee to implement the proposed parking changes as soon as possible. A report on these changes will be brought back to the next meeting of this Committee.

**Resourcing Strategy implications**

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

**Discussion: Nil****Recommendation**

That the Manager Integrated Transport be delegated authority to make minor changes to the parking arrangements on the southern side of Meeks Street, opposite Middle Lane, in order to return the previously relocated mobility parking spaces back, close to their original location.

The meeting closed at 10.23am.