Notice of Traffic Committee Meeting to be held at 9:30am in the RANDWICK ROOM, Ground Floor, Administrative Centre, 30 Frances Street, Randwick
RANDWICK CITY COUNCIL
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 Roads and Maritime Services (RMS), 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 RMS 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, Roads and Maritime Services (RMS), 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 attend and 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 the RMS or the Minister for Roads.
- If the Police or the RMS 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.
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(C) - Coogee Electorate  (M) Maroubra Electorate  (H) Heffron Electorate
1. Attendance & Apologies

1.1 Introduction of those present
1.2 Apologies

2. Declarations of Pecuniary or Non Pecuniary Interests

3. Matters Arising from the Minutes OR from Council Resolution

4. Items for Consideration

At this time the Chair will ask those present at the meeting to nominate those items about which they would like some discussion or elaboration.

The Recommendations on all other items, not so nominated, will be considered as being endorsed by the Committee.

4.1 BOTANY STREET / RAINBOW STREET, RANDWICK (C)
Signage, Parking – Other (Time Limits or Solutions) (D03178306-KS) (AD)

Staff of Sydney Children’s Hospital notified Council of several close calls at the pedestrian refuge, 12m east of the intersection of Botany Street and Rainbow Street, Randwick.

Drivers travelling south on Botany Street look right for oncoming traffic before turning left onto Rainbow Street. They accelerate onto Rainbow Street eastbound and sometimes don’t immediately notice people walking or cycling across Rainbow Street, at the pedestrian refuge.

To alert drivers on Botany Street of both the pedestrian crossing and pedestrian refuge, it is proposed to:

- Update signage on the light pole 30m north of the intersection on the east side of Botany Street.
- Install new signs above ‘left only’ sign on median island.
Recommendation:

That the warning signage as indicated, be installed.
4.2 **BREAM STREET, COOGEE**

Signage Parking - No Parking & Motorcycle Parking Only (D03180402-RM) (AD)

This matter was considered at the March 2018 Traffic Committee meeting and was deferred pending further investigations.

Council has been approached to find a solution to prevent motorcycles from parking across the driveway of no. 75 Bream Street, Coogee. It is proposed to convert a single parallel parking in front of 75 Bream Street into a Motorcycle Parking Only zone and convert the existing Motorcycle Parking Only zone to a No Parking zone. This will assist in preventing illegal parking across driveways of nos. 77 and 79 Bream Street.

Both residents and motorcycle riders will be satisfied with this change as this will have minimal impact since there will be a loss of a single car space. As shown in the following image, an 8.1 metre dedicated parking space is to be allocated for motorcyclists only.

**Recommendation:**

That the 1.55 metre Motorcycle Parking Only zone be converted into an 11.8 metre No Parking zone, and in front of property no.75 Bream Street, Coogee, an 8.1 metre Motorcycle Parking Only zone be installed.
4.3  **CAIRO STREET, SOUTH COOGEE**  
Signage, Parking - Other (Time Limit or Solutions)  
(D03081231-LH) (AD)

Residents have reported that motorists often have great difficulty turning on the steep incline in the vicinity of 15 Cairo Street, South Coogee, and motorcycles have stalled and fallen over when attempting this.

This part of Cairo Street has a very steep incline, no public parking and ends in a cul-de-sac with a limited turning circle. There are currently No Stopping zones installed on all the sides of Cairo Street that restrict any on-street parking.

It is recommended that signage be installed to give motorists advance warning of the incline and parking restrictions.

**Recommendation:**

It is recommended that signage be installed on Cairo Street, South Coogee, between nos 15 and 17, approximately 3m from the median split at the intersection with Wolseley Road, to read 'No Through Road, Very Steep Grade, No Public Parking Ahead'.

4.4  **CLOVELLY ROAD, CLOVELLY**  
Road Safety - Speeding  
(D03148235-DA) (AD)

Council has received a request from a resident of Clovelly Road, Clovelly, to investigate vehicle speeds in Clovelly Road. Accordingly, a traffic count was undertaken in the vicinity of nos 324-326 Clovelly Road, east of Keith Street, Clovelly.

The results of the traffic count are shown below:

| **Speed & Traffic Data - Clovelly Road, Clovelly** |
|-------------------|-----------------|-----------------|
| **Data**          | **Eastbound**   | **Westbound**   |
| Weekly 50th%ile speed (km/h) | 31.8            | 38.6            |
| Weekly 85th%ile speed (km/h)  | 37.3            | 45.1            |
| Five day AADT      | 2303            | 2722            |
| Seven day AADT     | 2822            | 3302            |
Given that the vehicular speeds are very low, no action is recommended.

**Recommendation:**

That:

1. The results of the traffic survey for Clovelly Road, Clovelly, undertaken in February 2018, be noted; and

2. The resident raising concerns about this matter be informed of the results.

**4.5 THOMAS STREET, COOGEE**

Signage, Regulatory - One Way
(D03095766-DK) (AD)

The Council has, over time, received representations from local residents and users of the road network regarding the complex intersection of Dudley Street, Byron Street and Thomas Street, Coogee.

Most recently the Council received a petition advising of the various concerns that motorists and pedestrians come across daily at the abovementioned intersection. One of the most common concerns raised was that of motorists getting confused, due to the geometry of the intersection, when travelling westbound along Dudley Street and cutting through Thomas Street; disregarding Byron Street.

Thomas Street is a mainly residential street running east-west between Higgs Street and Byron Street. It has a carriageway of approximately 7 metres in width and unrestricted parking is permitted on both sides of the street. When vehicles are parked on both sides of the road there is approximately 3 metre road width available for travel lanes. Motorists must give way to others when travelling in the opposing direction.

In 2016, following a Traffic Committee recommendation, Council installed the linemarking shown in Diagram 1 below.
The intersection has since been monitored and it is noted that some westbound Dudley Street motorists still continue straight into Thomas Street, passing through the Byron Street double separation lines. It should be noted that there has been no reported crashes at this location from July 2012 to June 2017.

A Thomas Street traffic count summary is shown in the following table:

### Speed and Volume Data at Thomas Street, Coogee

<table>
<thead>
<tr>
<th>TRAFFIC VOLUME</th>
<th>Direction of Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Vehicles/Day)</td>
<td>Combined</td>
</tr>
<tr>
<td>Weekdays Average</td>
<td>121</td>
</tr>
<tr>
<td>7 Day Average</td>
<td>126</td>
</tr>
<tr>
<td>Weekday AM 08:00</td>
<td>13</td>
</tr>
<tr>
<td>Weekday PM 15:00</td>
<td>11</td>
</tr>
<tr>
<td>85th Percentile</td>
<td>30.7</td>
</tr>
<tr>
<td>Average</td>
<td>26.1</td>
</tr>
<tr>
<td>Light Vehicles up to 5.5m</td>
<td>98.4%</td>
</tr>
</tbody>
</table>

At present traffic flows in Thomas Street are low with 7 day AADT of 531 vehicles travelling westbound and 341 vehicles travelling eastbound. However it should be noted that the 85th percentile speeds are low at 30.7 Km/hr. The majority traffic flow in Thomas Street is in a westerly direction. The higher number of vehicles travelling westbound reinforces the fact that motorists are often using Thomas Street as a short cut when travelling along Dudley Street. Therefore the easterly flow is preferred as the introduction of westerly traffic flow in Thomas Street would not eliminate the current situation where motorists are crossing over into the wrong directions.

It should be noted that a Traffic Management Plan in relation to the proposed measures for Thomas Street would need to be submitted to the Roads and Maritime Services for consideration and approval. In addition, a consultation with affected residents regarding the proposal will be undertaken to ascertain what the common view is about the possible introduction of a One Way movement upon the street.
Recommendation:

That it be noted that:

1. The Traffic Committee raised no objection, in principle, to Thomas Street being converted to a One Way eastbound movement from Higgs Street to Byron Street; subject to approval from the Roads and Maritime Services;

2. A survey of all of the properties with a frontage to Thomas Street, Coogee, be undertaken to ascertain what the common view is about the possible introduction of a One Way eastbound movement upon the street;

3. Conversion of Thomas Street to a One Way movement requires Council to submit a Traffic Management Plan to the Roads and Maritime Services for consideration and possible approval; and

4. Such a change would not occur until after community consultation, RMS approval and a report be back to this Committee.

4.6 **ADDISON STREET, KENSINGTON**

Event, Road Closure - Temporary
(D03165602-DP) (AD)

A community festival is being held at the Addison Street car park at 149 Anzac Parade on Thursday, 19 April, 2018.

Due to time constraints, the approval of the Voting Members of the Traffic Committee has already been established. This item is a record of the event.

The organisers of the festival have applied to the Council to close the car park to the north of the intersection of Addison Street and Anzac Parade.

The event aims to provide free goods and services such as food, clothing, and haircuts to homeless people and people from disadvantaged backgrounds. The car park allows the stall holders to park their food and laundry trucks, as well as set up an outdoor
eating area. They have requested that the car park be closed between 8am and 3pm on Thursday, 19 April 2018.

It is noted that one of the parking spaces has been allotted for a GoGet share car. GoGet would be given notice of the closure.

**Recommendation:**

That:

1. The car park to the north of the intersection of Addison Street and Anzac Parade is closed to the public from 8am and 3pm, on Thursday, 19 April, 2018;

2. Any traffic management is implemented by suitably qualified traffic controllers;

3. Any directions made by the Police or Council Rangers during the event be implemented by the organisers without delay; and

4. The Transport for NSW - Sydney Coordination Office be informed of this event.

**4.7 SOUTHERN CROSS CLOSE, KINGSFORD**

*Event, Road Closure - Temporary (D03164493-DP) (AD)*

This item has been presented to the Traffic Committee members, via email, for approval “out of cycle” due to the date of the event.

The Indonesian Presbyterian Church has applied to Randwick City Council to temporarily close to vehicular traffic part of Southern Cross Close, Kingsford, between Houston Lane and Houston Road on Saturday 14th April 2018 from 8am to 6pm.

Southern Cross Close is a one-way lane, in a westerly direction from Houston Lane and Houston Road. Houston Lane is a two-way road, intersecting with Borrodale Road to the north. The closure was been requested in order to accommodate the church’s proposed 30th anniversary open day street fair which will run from 10am to 4pm on Saturday 14th April.

The church has consulted with the local residents and businesses that use Houston Lane and Southern Cross Drive. Only two properties access onto Southern Cross Close, one of which is understood to be vacant. Local businesses have been asked to exit Houston Lane onto Borrodale Road during the proposed closure. The church has prepared a traffic management plan for the event. The traffic control plan from the TMP has been reproduced, overleaf.

All traffic control staff and equipment will be provided by The Indonesian Presbyterian Church. All traffic control will as per the TCP and all traffic controllers will be suitably qualified to RMS standards.
AGENDA

Recommendation:

That:

1. Southern Cross Close, Kingsford, between Houston Lane and Houston Road on Saturday 14th April 2018 is closed to vehicular traffic from 18am to 6pm;

2. Traffic Control as per the Traffic Control Plan is implemented by suitably qualified traffic controllers with the cost to be borne by The Indonesian Presbyterian Church; and

3. Any directions made by the police or council rangers during the event are implemented by the organisers without delay.
Notwithstanding the fact that Bunnerong Road, is a State Road, under the care and control of the Roads and Maritime Services, it is considered that the following matter should be discussed at Traffic Committee prior to a formal request being placed before the Authority. It is noted that the RMS representative will be unable to endorse, on behalf of the RMS, any recommendation arising out of this item.

The Council has received an application for the installation of a 12m Works Zone to be located along the western side of Bunnerong Road, Matraville, across the frontage of No 512. The Works Zone is required for approximately 12 months. The existing parking restrictions at the frontage of the property are 1P 8:30am-6:00pm Mon-Fri, 8:30am-12:30pm Sat and a 21m Loading Zone predominately at the frontage of nos. 510-506.

To accommodate the works zone, the 1P restrictions at the front of No.512 will be temporarily removed and the Loading Zone will need to be adjusted by repositioning the Loading Sign stem currently at the frontage of No.512 by 1m northerly to the east boundary of No.512.

Recommendation:

That:

1. The existing 1P 8:30am-6:00pm Mon-Fri, 8:30am-12:30pm Sat parking restrictions at the frontage of 512 Bunnerong Road, Matraville, be temporarily removed for the duration of the works associated with DA/335/2015;

2. A 12m Works Zone, 7:00am-5:00pm, Mon-Fri, 7:00am-1:00pm Sat, be installed, at the frontage of 512 Bunnerong Road, Matraville;

3. The Loading Zone 9:00am-5:00pm Mon-Fri 8:30am-12:30pm Sat to be adjusted to 20m by repositioning the Loading Sign stem currently at the frontage of No.512 by 1m northerly to the east boundary of No.512 Bunnerong Road, Matraville; and

4. The Standard Works Zone Conditions, as detailed in Item 9, apply.
Notwithstanding the fact that Bunnerong Road, is a State Road, under the care and control of the Roads and Maritime Services, it is considered that the following matter should be discussed at Traffic Committee prior to a formal request being placed before the Authority. It is noted that the RMS representative will be unable to endorse, on behalf of the RMS, any recommendation arising out of this item.

The Council has received an application for the installation of a 12m Works Zone to be located along the eastern side of Bunnerong Road, Maroubra, across the frontage of No 213. The Works Zone is required for approximately 12 months. Currently there is unrestricted parking at the frontage of the property. However there is No Parking restrictions on the southern side of Eastmore Place adjacent to property no. 213 Bunnerong Road.

To accommodate the works zone, statutory No Stopping restrictions will be required on the eastern side of Bunnerong Road, 10m south from Eastmore Place, followed by the 12m Works Zone.

Recommendation:

That:

1. Statutory No Stopping to be installed on the eastern side of Bunnerong Road, 10m south from Eastmore Place, Maroubra;

2. A 12m Works Zone, 7:00am-5:00pm, Mon-Fri, 7:00am-1:00pm Sat, be installed on the eastern side of Bunnerong Road, at the frontage of 213 Bunnerong Road, Maroubra directly after the statutory No Stopping restrictions; and

3. The Standard Works Zone Conditions, as detailed in Item 9, apply.
4.10 **McCAULEY STREET, MATRAVILLE**

Road Safety - Road Closure
(D02726791, D02397297 & D02511759-DA)(AD)

A group of residents have contacted Council to request the closure of McCauley Street, Matraville, from Perry Street to Harold Street, Matraville. Principally their concerns relate to the volume of heavy vehicles travelling along the section of McCauley Street where southbound vehicles over 6m are not permitted. Vehicles travelling northbound on McCauley Street are, however, permitted to enter Perry Street.

To inform drivers of the southbound restriction, ‘No left turn vehicles over 6m’ and ‘No right turn vehicles over 6m’ signs are installed on Perry Street at the intersection with McCauley Street, and advance warning signage stating ‘No access to McCauley Street vehicles over 6m in length alternate route via Beauchamp Road / Botany Road’ is installed on approach to the intersection.

In addition to the signage a pedestrian refuge with an Elsholz kerb profile has been installed in McCauley Street at the intersection with Perry Street to deter longer vehicles from turning into McCauley Street.

The possibility of a full or partial closure of McCauley Street at Perry Street has been examined following the undertaking of some traffic counts and other analysis.
Given the recent implementation of a 3.5T load limit upon Perry Street, it was expected that significant numbers of truck drivers were no longer going to use this part of McCauley Street for through traffic journeys.

In order to quantify the volume of vehicles travelling illegally in McCauley Street, a traffic count was undertaken just south of Perry Street, in March for a seven day period. The results of the count are summarised in the table below. Data from a count carried out in 2015 has been provided for comparison.

### 7 Day Vehicle Classification Data - McCauley Street, Matraville

<table>
<thead>
<tr>
<th>Classification</th>
<th>Typical configuration</th>
<th>July 2015</th>
<th>March 2018</th>
<th>July 2015</th>
<th>March 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>N/B</td>
<td>N/B</td>
<td>S/B</td>
<td>S/B</td>
</tr>
<tr>
<td>Short (under 6m)</td>
<td></td>
<td>4199</td>
<td>6419</td>
<td>4350</td>
<td>5859</td>
</tr>
<tr>
<td>2 axle Truck or bus</td>
<td></td>
<td>531</td>
<td>910</td>
<td>436</td>
<td>294</td>
</tr>
<tr>
<td>3 Axle Truck or bus</td>
<td></td>
<td>247</td>
<td>49</td>
<td>205</td>
<td>112</td>
</tr>
<tr>
<td>4 or 5 axle truck</td>
<td></td>
<td>65</td>
<td>28</td>
<td>27</td>
<td>28</td>
</tr>
</tbody>
</table>

From the above data it has been revealed that although the number of heavy vehicles illegally entering onto McCauley Street from Perry Street (southbound) has been reduced since July 2015, still a large number of heavy vehicles making illegal turn onto McCauley Street from Perry Street. A full or half road closure (southbound) road closure would prohibit through traffic of all types and would remove one of the accesses to Harold Street and Australia Avenue which may be important to residents.

Given the impact of a full or half road closure on local resident access, a redesign was undertaken of the McCauley Street and Perry Street intersection. Reconstruction of the existing pedestrian refuge and installation of kerb nips at this intersection, would prevent heavy vehicles from making the illegal right turn in to McCauley Street.

This proposal would maintain local resident passenger car access whilst physically precluding large southbound trucks. (See following swept path diagrams)
It is considered that the local residents and business operators should be surveyed to ascertain the level of support for a half road closure of McCauley Street (southbound) or for installation of the restrictive traffic islands and kerb nicks.

Recommendation:

That the local residents and business operators of Raymond Avenue, McCauley Street (north of Raymond Avenue, Australia Avenue and Harold Street, Matraville, be surveyed to ascertain whether the community is supportive of a half road closure or more restrictive traffic devices at the McCauley Street / Perry Street intersection.
4.11 **PINE AVENUE, LITTLE BAY**
Signage, Parking - 15 minutes Parking
(D03142919-DK) (AD)

Following Council refusal of an application for an 86 place child care centre at 19 Pine Avenue, Little Bay, the matter was determined by the Land and Environment Court. The Court approved the development with referral to the Traffic Committee of the parking controls indicated below.
Recommendation:

That the following parking controls be installed:

1. “P15 7.00am to 9.00am and 3:30pm to 6:30pm Mon- Fri” be installed at the rear of 19 Pine Avenue in Mc Masters Place, Little Bay;

2. “P15 6.30am to 9.30am and 4:00pm to 6:00pm Mon- Fri” be installed at the frontage of Nos 3-5 Ewing Place, Little Bay for a distance of 20m; and

3. “No Stopping 6.30am to 9.30am and 4:00pm to 6:00pm Mon- Fri” be installed at the frontage of 19 Pine Avenue, Little Bay.

4.12 YARRA ROAD, PHILLIP BAY

Traffic Device - Speed Humps
(D02942450-TL) (AD)

Given the continued poor behaviour by some motoring enthusiasts as they travel along Yarra Road, it is proposed to again, consider installation of speed reducing speed humps.

When last the Council surveyed the Yarra Road residents, there was a majority support for speed humps, however, many of the residents living close to the proposed location of the speed humps voted against their installation.

The proposed new survey will again ask the residents of their opinion about installation (or not) of speed humps and will also ask if the resident is comfortable with a speed hump being located close to their residence.

Once the results of the survey are received a further report will be put to this Committee.

Recommendation:

That the Yarra Road community be surveyed to seek their views on installation and location preference of speed humps in their street.

5. Minor Signage Items

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Location</th>
<th>Issue Request</th>
<th>Recommend Approval?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. 1</td>
<td>Brook Street, COOGEE (C) (D03133082-LH) (AD)</td>
<td>Remove Mail Zone at 120 Brook Street, Coogee, 85m south of intersection with Coogee Bay Road. Extend existing P15 minute 8am-6pm Mon-Fri, 1P 8am-6pm Sat-Sun 6m southerly to meet the existing No Stopping zone.</td>
<td>Yes</td>
<td>The mail zone no longer required.</td>
</tr>
</tbody>
</table>
### Item No | Location | Issue Request | Recommend Approval? | Comments
--- | --- | --- | --- | ---
5. 2 | Coogee Bay Road, COOGEE (C) (D03133082-LH) (AD) | Amend existing No Stopping zone on the northern side of Coogee Bay Road, at the intersection of Arden Street, Coogee, by removing the ‘Australia Post Vehicles Excepted’ wording. | Yes | The mail zone no longer required. Existing No Stopping zone to remain approximately 20 from signalised intersection with Arden Street.
5. 3 | Darling Street, KENSINGTON (C) (D03181566-TL) (AD) | Install a 6m long Mobility Impaired Person’s Parking Space (MIPPS) on the south side of Darling Street, just west of the rear driveway of the development at 214 Anzac Parade, Kensington. | Yes | To assist eligible mobility card holders to park close to a number of medial and therapeutic practices along Anzac Parade.
5. 4 | Gray Street, RANDWICK (C) (D02900050-EW) (AD) | Install 6m of No Parking, Authorised Vehicles Car Share Excepted on south side of Gray Street, in the first parking space East of the driveway of 7A Gray Street, Randwick. | Yes | Application seeks to formally dedicate a longstanding ‘floating’ pod at this location. There are 105 local car share members and 2 existing pod locations within 250m.
5. 5 | Eastern Avenue, KINGSFORD (H) (D03157899-DK) (AD) | Extend the No Stopping zone on the west side of Eastern Avenue, currently 11.5m north from Day Avenue, Kingsford, a further 6m northerly. | Yes | Motorists are parking legally, however due to the extension of the kerb the vehicles are parked on a 15 degree angle which causes the lane to narrow at the intersection with Day Avenue.
5. 6 | Mary Hamer Lane, KINGSFORD (H) (D03180446-LH) (AD) | Extend the existing 10m No Stopping on the eastern side of Mary Hamer Lane, south of the intersection with Borrodale Road, from 10m to 12m. | Yes | To better ensure the local pram ramp is not blocked by parked vehicles.
5. 7 | Bass Street, KINGSFORD (M) (D03176785-RM) (AD) | Install a 6m long Mobility Impaired Person’s Parking Space (MIPPS) directly in front of 18 Bass Street, Kingsford. | Yes | To assist eligible mobility impaired resident park close to their property.
5. 8 | Piccadilly Place, Maroubra (M) (D03171074-EW) (AD) | Install 19m of No Stopping C3 yellow linemarking to reinforce the existing signposted controls at the driveway entrance of Piccadilly Place, Maroubra. | Yes | Due to constant vandalising of the parking controls at this location.

**Recommendation:**

That the recommendations listed in the Minor Signage items table, be approved.
6. **Works Zones**

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.

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

**Works Zones Table**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Street/Suburb</th>
<th>Side</th>
<th>Length (m)</th>
<th>Adjacent to (address)</th>
<th>Existing Parking Controls</th>
<th>Reference / Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>REMOVAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>Major Street</td>
<td>E</td>
<td>13</td>
<td>No.1</td>
<td>None</td>
<td>D02151644 - LH</td>
</tr>
</tbody>
</table>

(Reference **NSW Road Rule 181** )

**Recommendation:**

That the Works Zone listed in the Works Zones Table be removed, as detailed.

7. **Parking Control Signage At Intersections**

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 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:

**Parking Control Signage At Intersections Table**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Street</th>
<th>Suburb</th>
<th>Side</th>
<th>Dist.</th>
<th>Direction</th>
<th>Of City Street</th>
<th>Reference / Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Knowles Ave</td>
<td>Matraville</td>
<td>East</td>
<td>10m</td>
<td>North &amp; South</td>
<td>Flanders Ave</td>
<td>D03157045-DK</td>
</tr>
<tr>
<td>7.2</td>
<td>Flanders Ave</td>
<td>Matraville</td>
<td>North &amp; South</td>
<td>10m</td>
<td>East</td>
<td>Knowles Ave</td>
<td>D03157045-DK</td>
</tr>
<tr>
<td>7.3</td>
<td>Stanley Street</td>
<td>Randwick</td>
<td>North</td>
<td>10m</td>
<td>East</td>
<td>Monmouth Street</td>
<td>D03164402-LH</td>
</tr>
<tr>
<td>7.4</td>
<td>Monmouth Street</td>
<td>Randwick</td>
<td>East</td>
<td>10m</td>
<td>North</td>
<td>Stanley Street</td>
<td>D03164402-LH</td>
</tr>
</tbody>
</table>

(Reference **NSW Road Rule 170** )

**Recommendation:**

That the No Stopping signage listed in the Parking Control Signage at Intersections table be approved for installation.
8. **Urgent Matters or Matters for Future Investigation**

9. **Schedule Of Conditions**

The following standard conditions may be referenced within these papers.

9.1 **WORKS ZONES**

That:

a. The applicant be informed that if they intend to use traffic controllers for activities associated with the Works Zone, such activities must comply with a formal Traffic Control Plan (to be held on site following preparation by person/s with the appropriate RMS authorisation) and that any traffic controllers utilised must have current appropriate accreditation from RMS;

b. The Council be given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
   i. compromise pedestrian safety, or
   ii. add significantly to traffic congestion in this area, or
   iii. allow access/egress to/from the site which creates safety concerns or traffic flow delays, or
   iv. does not ensure that the Council fees payable for this private use of the public road are met, with the zone being reinstalled once the issue of concern is properly addressed;

c. The Council Rangers enforce the restriction; and

d. Authority be given to the Council to remove the Works Zone and reinstate the previous restrictions, when the applicant advises that it is no longer required.