Notice of Traffic Committee Meeting to be held
at 9:30am
in the RANDWICK ROOM,
Ground Floor, Administrative Centre,
30 Frances Street, Randwick
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.
## TABLE OF CONTENTS

1. Attendance & Apologies ................................................................. 2  
2. Declarations of Pecuniary or Non Pecuniary Interests ....................... 2  
3. Matters Arising from the Minutes OR from Council Resolution .......... 2  
   3.1 BOTANY ROAD / BUNNERONG ROAD, MATRAVILLE (M) .......... 2  
   3.2 BUNNERONG RD/PERRY ST/ FRANKLIN ST, MATRAVILLE (M) .... 2  
   3.3 BUNNERONG ROAD, MATRAVILLE (M) .................................... 3  
4. Items for Consideration ............................................................ 3  
   4.1 LIGHT RAIL ANGLE PARKING PROPOSAL – WILLIAM STREET AND BRADLEY STREET, RANDWICK (C) ........................................ 3  
   4.2 AVOCA STREET / MILFORD STREET, RANDWICK (C) ............ 4  
   4.3 BEACH STREET, COOGEE (C) .................................................. 4  
   4.4 CARR STREET, COOGEE (C) .................................................... 5  
   4.5 CARRINGTON ROAD, COOGEE (C) ........................................... 6  
   4.6 CLOVELLY ROAD, CLOVELLY – DA FOR FORMER RSL CLUB (C) ... 7  
   4.7 CLYDE STREET, RANDWICK (C) ............................................... 8  
   4.8 CUTHILL STREET, RANDWICK (C) ........................................... 9  
   4.9 FRANCES STREET, RANDWICK (C) .......................................... 10  
   4.10 HOOPER STREET, RANDWICK (C) ........................................... 12  
   4.11 MEEKS STREET - KINGSFORD NOODLE MARKET 2015 (C) .......... 13  
   4.12 BALFOUR LANE, KENSINGTON (H) ....................................... 15  
   4.13 DAY AVENUE, KENSINGTON (H) .......................................... 15  
   4.14 GARDENERS ROAD, KINGSFORD – GREEK EASTER 2016 (H) ...... 16  
   4.15 RAINBOW STREET / ANZAC PARADE, KINGSFORD (M) .......... 19  
   4.16 ANZAC PARADE, KINGSFORD (M) .......................................... 20  
   4.17 BUNDOCK STREET, SOUTH COOGEE (M) .................................. 21  
   4.18 BUNNERONG ROAD, KINGSFORD (M) ..................................... 23  
   4.19 FISHERMANS ROAD, MALABAR (M) ...................................... 26  
   4.20 DAMPIER STREET / EYRE STREET, CHIFLEY (M) ..................... 27  
   4.21 GROSE STREET, LITTLE BAY (M) .......................................... 27  
   4.22 HASTINGS AVENUE / MACQUARIE STREET, CHIFLEY (M) ....... 28  
   4.23 HINKLER STREET, MAROUBRA (M) ...................................... 29  
   4.24 IRETON STREET, MALABAR (M) ........................................... 29  
   4.25 MALABAR ROAD / NYMBOIDA STREET, SOUTH COOGEE (M) .... 31  
   4.26 YARRA BAY - GREEK EPIPHANY FESTIVAL 2016 (M) .............. 33  
5. Minor Signage Items .................................................................... 37  
6. Urgent Matters or Matters for Future Investigation ......................... 39  
   6.1 ST MARKS ROAD, RANDWICK (C) ......................................... 39  
   6.2 RUNIC LANE, MAROUBRA (M) .............................................. 39  
   6.3 PACIFIC STREET, CLOVELLY (C) .......................................... 40  
   6.4 ANZAC PARADE, LA PERouse (M) .......................................... 40  
7. Schedule of Conditions .................................................................. 41  
   7.1 WORKS ZONES .......................................................................... 41

(C) - Coogee Electorate  (M) Maroubra Electorate  (H) Heffron Electorate
1. Attendance & Apologies

1.1 Introduction of those present
Mr Tony Lehmann  
Randwick City Council – Chairperson
Constable Melissa Pawley  
Eastern Beaches Local Area Command
Mr Mohamed Tita  
Roads and Maritime Services
Mr Allan Sangster  
Representative for Member for Coogee

Other Attendees:
Councillor Murray Matson  
East Ward - RCC
Mr Frankie Passarelli  
Sydney Buses
Ms Evelyn Kuldan  
UNSW
Mary Henning  
Resident (Item 6.3)
Mr Robert Rosadi, Ms Dilruba Akhter, Mr Nathan Zaremski - RCC

1.2 Apologies
Councillor Greg Moore  
West Ward – RCC
Ms Catherine Wade  
Representative for Member for Heffron
Ms Lisa Williams  
Representative for Member for Maroubra

2. Declarations of Pecuniary or Non Pecuniary Interests
Nil.

3. Matters Arising from the Minutes OR from Council Resolution

3.1 BOTANY ROAD / BUNNERONG ROAD, MATRAVILLE  
(M)
Road Safety – Intersection
(D02529990-TL)

With regard to Item 6.1 from the last meeting, whereby Mr Gary Leafe (resident) enquired as to the status of the proposed traffic signals at the Botany Road / Bunnerong Road intersection, Mr Tita (RMS) has since advised that the design for the intersection of Botany Road and Bunnerong Road has been completed and that works are likely to be commenced early in 2016.

Traffic Committee Recommendation:
That the information be received.

3.2 BUNNERONG RD/PERRY ST/ FRANKLIN ST, MATRAVILLE  
(M)
Traffic Device – Traffic Signals
(D02529991-TL)

With regard to Item 6.2 from the last meeting, whereby Mr Gary Leafe (resident) enquired as to the status of improvements to the safety of the above intersection, Mr Tita (RMS) has since advised that traffic signal improvement design works will soon be undertaken. The scope of works includes:

1. A dedicated right turn lane with signal arrows to be installed for vehicles travelling south along Bunnerong Road to turn right into Perry Street.
2. A dedicated right turn lane with signal arrows to be installed for vehicles travelling north along Bunnerong Road to turn right into Franklin Street.
3. A dedicated left turn lane with signal arrows to be installed for vehicles travelling east along Perry Street to turn left onto Bunnerong Road. With the exception of buses, whom may proceed straight through to Franklin Street.

4. Providing pedestrian protection phasing along all 4 pedestrian crossings. Meaning that vehicles wanting to turn whilst the pedestrian phasing is running allow pedestrians to cross will be held with a red light until the pedestrian crossing phase has ended.

Traffic Committee Recommendation:

That the information be received.

3.3 BUNNERONG ROAD, MATRAVILLE
Traffic Device – Medians
(D02529992-TL)

With regard to Item 6.3 from the last meeting, whereby Mr Gary Leafe (resident) enquired as to the reason for night time maintenance of the grass median islands in Bunnerong Road, south of Franklin Street, Mr Tita (RMS) has since advised that RMS contractors do carry out the mowing of the central medians along Bunnerong Road.

The mowing of the lawns are conducted only once a month, at night, due to the need of the crew working along the median requiring to have a safe buffer whilst working within such close proximity of the road. Lanes on either side of the median must be closed to provide that buffer area. The work is done at night time to reduce impact to traffic along Bunnerong Road.

Traffic Committee Recommendation:

That the information be received.

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 LIGHT RAIL ANGLE PARKING PROPOSAL - WILLIAM STREET AND BRADLEY STREET, RANDWICK
Signage Parking - Angle Parking
(F2015/00045-TL) (AD)

As part of Randwick Council’s Light Rail support package it is proposed to install angle parking within a number of streets near to the Light Rail alignment. These installations will be timed such that the increased parking supply is achieved just prior to Light Rail constructions commencing.

Transport for NSW proposes that Light Rail construction will commence, in Alison Road, between Doncaster Avenue and Wansey Road, from January 2016.

In order to achieve an increase in the total number of parking spaces it is proposed to install angle parking in William Street and Bradley Street, Randwick. Plans of these
proposals are being finalised and will be released for community consultation in the near future.

These plans will be tabled at the Traffic Committee meeting.

**Traffic Committee Recommendation:**

That:

1. The Technical Sub-Committee (Police, RMS, Council representatives) be delegated authority to make minor amendments to the proposed parking layouts, as required;

2. The finalised plans be referred to all of the Voting Members for consideration and, if appropriate, endorsement; and

3. The proposed angle parking arrangements in William Street and Bradley Street, Randwick, be endorsed for community consultation and implementation.

### 4.2 AVOCA STREET / MILFORD STREET, RANDWICK (C)

Traffic Device – Traffic Signals (D02521596-TL)

*Notwithstanding the fact that Avoca Street, Randwick, 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.*

Concerns have been raised by community members with regard to the number of pedestrians crossing Avoca St, in the vicinity of Milford Street, Randwick. It has been suggested that consideration be given to the installation of traffic signals at this location; which will facilitate the crossing of the road by pedestrians.

As the installation of traffic signals is within the remit of Roads and Maritime Services (RMS), and as Avoca Street is a state road under the care and control of RMS, this is a matter for assessment by RMS.

**Traffic Committee Recommendation:**

That the information be received.

### 4.3 BEACH STREET, COOGEE (C)

Signage Parking - 2P Resident Parking (D02511854-TL) (AD)

At the last meeting Mr Lehmann undertook to examine more closely the reason for recently expanding the resident parking zone, in the section of Beach Street, between Dudley Street and Neptune Street, Coogee.

A report on this matter will be tabled at the Traffic Committee meeting.

**Traffic Committee Recommendation:**

That the report on the recent changes to the resident parking scheme in Beach Street, between Dudley Street and Neptune Street, Coogee, be tabled.
4.4 **CARR STREET, COOGEE**

Signage Parking - Other  
(D02487085-LM) (AD)

A resident has contacted the Council with concerns about obstruction and delay to eastbound traffic flow on Carr Street during the afternoon pick up at Coogee Public School. The resident reported that drivers waiting to pick up children from the school queue along the western side of Byron Street, and this spills around the corner into Carr Street.

**Traffic queuing on the western side of Byron Street during PM pick up**

During site inspections vehicles travelling eastbound on Carr Street were observed traversing the double separation line to pass the queuing traffic from Byron Street.

**Eastbound traffic queuing in Carr Street south of Melody Street, at the Byron Street intersection, Coogee during the PM pick up**

Currently, unrestricted parking is permitted on the northern side of Carr Street and a double white separation line is painted on approach to the marked foot crossing, east of Byron Street.
To improve traffic flow at this location, it is proposed that a No Parking, 2.30pm – 4 pm, School Days Only restriction be installed on the northern side of Carr Street, 10m east of Melody Street and 10m west of Byron Street, Coogee (in between the signposted mandatory No Stopping restrictions). This will allow vehicles to queue on Carr Street and maintain eastbound traffic flow.

**Traffic Committee Recommendation:**

That a No Parking, 2.30pm - 4pm, School Days Only restriction be installed on the northern side of Carr Street, between points 10m east of Melody Street and 10m west of Byron Street, Coogee.

**4.5 CARRINGTON ROAD, COOGEE**

Signage Parking - Works Zones (D02515060-DP)(AD)

The Council has received an application for the installation of a 13m Works Zone to be located on the frontage of 137 Carrington Road, Coogee in order to facilitate construction works. The proposed Works Zone will in in an area of currently unrestricted parking.

The Works Zone is required for approximately twelve months.

**Traffic Committee Recommendation:**

That:

1. A 13m long Works Zone, 7:00am–5:00pm, Mon-Fri, 8:00am-5:00pm Sat, is installed across the frontage of 137 Carrington Road, Coogee, starting on the southern boundary of 137 Carrington Road and extending 13m north; and

2. The Standard Works Zone Conditions, in Item 7, are applied.
4.6 CLOVELLY ROAD, CLOVELLY – DA FOR FORMER RSL CLUB (C)

Development Application – Transport comments
(DA/566/2014-LM) (AD)

In 2015, the Council approved Development Application, DA/566/2014 at 263-269 Clovelly Road, Clovelly, for the partial demolition, alterations and additions to the existing RSL building for the establishment of a child care centre catering for 90 children and new parking area fronting Susan Lane.

Condition no. 53 of the development approval requires the consent of the Randwick Traffic Committee for the following:

Subject to the approval of Randwick Traffic Committee where appropriate, the applicant must meet the full cost for a Council approved contractor to:

- a. Remove existing kerb & gutter on eastern side of Knox Street as required and construct new kerb and gutter & indented parking bay approximately 3.6m from boundary alignment to Council’s requirements & satisfaction.

- b. Carry out a full depth, minimum 2.0 metre wide, road construction in front of the new kerb and gutter along the Knox street frontage, to Council’s specifications and requirements.

- c. Remove the existing 1.3m wide footpath and replace with a 1.8m wide concrete footpath along the full site frontage on Knox Street.

- d. Remove & replace full width concrete footpath on Clovelly Road frontage including any woks required for the proposed disabled parking space.

- e. Adjust centerline markings in Knox Street to ensure compliance with Rule 208 of the Australian road rules

- f. Install any road signage as required including at the proposed location of the pickup and drop-off zones on Clovelly Road and Knox Street stating "15 minute parking 7:00-9:00am 3:30-6:30pm Mon-Fri" (unless varied by RTC).

- g. Remove the existing guard rail and construct gutter and layback including any associated road works along the Susan Lane frontage for the car park access.

As the child care centre closes at 6pm and to ensure consistency with other timed parking for child care centres, it is proposed that the timed parking be amended to P15 7am – 9am and 4pm – 6pm for Monday to Friday.

Therefore, the proposed parking restrictions are:

<table>
<thead>
<tr>
<th>Clovelly Road, north side measured east of Knox Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m – 10.0m</td>
</tr>
<tr>
<td>20.0m – 22.4m</td>
</tr>
<tr>
<td>22.4m – 30.2m</td>
</tr>
</tbody>
</table>
Knox Street, east side measured south of Susan Lane

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m – 4.8m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>4.8m – 33.6m</td>
<td>P15 Minute, 7:00 – 9:00am, 4:00pm – 6:00pm, Mon-Fri</td>
</tr>
<tr>
<td>33.6m – 44.8m</td>
<td>No Stopping</td>
</tr>
</tbody>
</table>

The applicant’s Transport Engineer has prepared a report (Council reference D02525116) to support the reduction of the No Stopping restriction, south of Susan Lane, and it is considered that this is a suitable proposal for this location.

**Traffic Committee Recommendation:**

That the proposed traffic and parking changes in Knox Street and Clovelly Road as detailed in the distributed plans be approved, with an amendment to the requested hours of operation of the drop-off and pick up zones to “P15, 7am – 9am and 4pm – 6pm, Mon-Fri”, provided that RMS raises no issues to the justification (submitted by the applicant) for the proposed variations.

4.7 **CLYDE STREET, RANDWICK** (C)

Signage Parking - No Parking
(D02494603-NZ) (AD)

Residents in Clyde Street have reported difficulty in accessing their driveways when vehicles are parked either side of their driveways. To assist residents in accessing their properties it is proposed to install a 15.5m No Parking restriction on the eastern side of Clyde Street and to formalise the existing parking practices and install 35m of No Parking on the western side and 5.5m on the southern end of Clyde Street.
Traffic Committee Recommendation:

That:

1. 15.5m of No Parking is to be installed across the frontage of 7 and 9 Clyde Street, starting 23m from the corner of Clyde and Oswald Streets, Randwick and extending 15.5m south;

2. 35m of No Parking be installed on the western side of Clyde Street, starting 23m south of Oswald Street, Randwick, and extending 35m south; and

3. 5.5m of No Parking be installed along the southern cul-de-sac end of Clyde Street, Randwick.

4.8 CUTHILL STREET, RANDWICK (C)

Signage Parking - Other
(D02486282-LM) (AD)

Council has received notification from the proprietor of the Royal Hotel, Randwick, to advise that the timed Bus Zone on the southern side of Cuthill Street for their courtesy bus is no longer required.

The following parking restrictions are currently in place:

<table>
<thead>
<tr>
<th>Cuthill Street, south side measured west of Perouse Road</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m – 10m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>10.0m – 18.0m</td>
<td>Bus Zone, 6pm – 4am Thurs-Sun, 1P 8:30am-6pm</td>
</tr>
<tr>
<td>18.0m – 40.0m</td>
<td>1P 8:30am-6pm</td>
</tr>
</tbody>
</table>

As the existing No Stopping restriction on the departure side of the traffic signals at this location does not meet the current standards, it is proposed that this be extended to meet the standards following the removal of the timed bus zone.

Traffic Committee Recommendation:

That the following restrictions be installed on the southern side of Cuthill Street, Randwick:

<table>
<thead>
<tr>
<th>Cuthill Street, south side measured west of Perouse Road</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m – 20m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>20.0m – 40.0m</td>
<td>1P 8:30am-6pm</td>
</tr>
</tbody>
</table>
4.9 FRANCES STREET, RANDWICK
Signage Parking - Motorcycle Parking
(D02462589-LM) (AD)

 Often, motorcyclists park their vehicles in the hatched sections in between the angle parking spaces on the southern side of Frances Street, Randwick, between Avoca Street and The Avenue. The Council’s Ranger service has requested that the four hatched sections be signposted appropriately to allow motorcycles to legally park.

Section 4.4 of Australian Standard AS2890.5-1993 states that the minimum size of a motorcycle parking space is 1.2m wide. It further explains that in angle parking zones, only car spaces at the ends can be converted, however, these hatched areas are not car spaces.

Hatched section 1 – 1.0m x 4.8m

Hatched section 2 – 1.2m x 4.8m
To formalise this parking, it is proposed (with the exception of the first hatched area west of Avoca Street), that three of the wider hatched areas be signposted with a P Motor Bikes Only sign. The narrower (1 metre wide) hatched space (closer to Avoca Street) is considered too narrow to accommodate a motorbike.

Mr Tita (RMS) reminded the Committee members that it is not legal for a vehicle to be parked on a hatched traffic island and that the removal of a hatched cross markings should be considered.

Traffic Committee Recommendation:

That:

1. a P Motor Bikes Only sign be installed adjacent to each of the hatched areas (with the exception of the first hatched area, west of Avoca Street), in between the angle parking on the southern side of Frances Street, Randwick, between Avoca Street and The Avenue; and

2. the hatched markings in these proposed Motorcycle Parking places be removed.
At the May 2015 Randwick Traffic Committee meeting, Item 4.3 tabled the results of the parking occupancy survey carried in Hooper Street, in Randwick, (between Albion Street and Carrington Road) following the residents’ request that the Council reviews the parking availability in the street. It was recommended that:

1. The results of the parking occupancy and duration survey be noted;

2. The residents of Hooper Street between Carrington Road and Albion Street, be surveyed to ascertain their opinion regarding implementation of the resident parking scheme to their street, and;

3. The boundaries of the proposed resident parking area RA8 be expanded to include the section of Hooper Street between Carrington Road; and Albion Street.

In accordance with recommendation 2, above, the residents of Hooper Street, Carrington Road and Albion Street, have been surveyed to ascertain their opinion regarding implementation of the resident parking scheme to their street.

All twelve properties in Hooper Street, between Carrington Road and Albion Street, were surveyed and nine responses were received. All respondents supported a resident parking scheme in their street.

Three properties owned one vehicle, five owned two vehicles and one owned three vehicles. Seven properties have no off-street parking spaces and two properties have one off-street parking space.

It is proposed to install 61m (approximately 10 parking spaces) of “2P Mon-Sat, 8am-6pm Permit Holder Excepted” parking restrictions on the south side of Hooper Street, commencing 16m east of the intersection with Carrington Road.

Existing parking restrictions on the north side of Hooper Street between Carrington Road and Albion Street:

<table>
<thead>
<tr>
<th>Hooper Street, north side measured east of Carrington Road</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m – 10m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>10m – 16m</td>
<td>Mobility Impaired Person’s Parking Space (MIPPS)</td>
</tr>
<tr>
<td>16m –33m</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>33m – 37m</td>
<td>Driveway (unsigned)</td>
</tr>
<tr>
<td>37m – 43.5m</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>43.5m – 50m</td>
<td>Mobility Impaired Person’s Parking Space (MIPPS)</td>
</tr>
<tr>
<td>50m – 87.5m</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>87.5m – 92.5</td>
<td>No Parking, Council Authorised Car Share Vehicles Excepted</td>
</tr>
<tr>
<td>92.5m -98m</td>
<td>No Stopping</td>
</tr>
</tbody>
</table>
Traffic Committee Recommendation:

That the parking restrictions as per the following tables be installed on the north side of Hooper Street, Randwick, between Carrington Road and Albion Street:

<table>
<thead>
<tr>
<th>Hooper Street, north side measured east of Carrington Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00m - 10m</td>
</tr>
<tr>
<td>10m - 16m</td>
</tr>
<tr>
<td>16m - 33m</td>
</tr>
<tr>
<td>33m - 37m</td>
</tr>
<tr>
<td>37m - 43.5m</td>
</tr>
<tr>
<td>43.5m - 50m</td>
</tr>
<tr>
<td>50m - 87.5m</td>
</tr>
<tr>
<td>87.5m - 92.5</td>
</tr>
<tr>
<td>92.5m - 98m</td>
</tr>
</tbody>
</table>

4.11 MEEKS STREET - KINGSFORD NOODLE MARKET 2015 (C)
Event - Temporary Road Closure
(D02500822 - RR)

On 5 December 2015, Council held the 2015 Kingsford Noodle Market Event. The event was held in the section of Meeks Street between Middle Lane and Anzac Parade, between midday and 9pm.

To facilitate the event the following road closures were implemented from 3am until midnight on 5 December, to facilitate bump-in and bump-out of stall holders and the running of the event.

1. Meeks Street – Harbourne Road to Anzac Parade.
   Resident access to driveways off Meeks Street between Harbourne Road and Middle Lane to be maintained under the direction of traffic controllers.

2. Middle Lane – Middle Street to Meeks Street
   Resident access to driveways off Middle Lane between Middle Street and the Council car park to be maintained under the direction of traffic controllers.

General traffic was diverted via Middle Street and Harbourne Road in both directions during these times. A copy of the traffic control plan for the event is attached. Note that this closure was previously undertaken on 6 December, 2014, without incident or complaint.
Traffic Committee Recommendation:

That it be noted that the parking and traffic controls, as detailed above, were applied for the Kingsford Noodle markets on Saturday, 5 December, 2015.
4.12 BALFOUR LANE, KENSINGTON (H)

Signage Parking - No Parking
(D02498234-LM) (AD)

A group of residents have approached Councillor Stavrinos to request the introduction of one-way traffic flow in Balfour Lane, Kensington.

It is noted that although both the northern and southern side of the lane is unrestricted, vehicles are generally parked on the southern side. To formalise this arrangement, it is recommended that the northern side be restricted to prevent vehicles parking on both sides and allow easier passage through the lane. It is further recommended that the mandatory No Stopping restrictions be signposted on the southern side of Balfour Lane, 10m east of Balfour Road.

Regarding the request for a one-way movement along the lane, it is considered that the imposition of a one-way movement into a laneway can often result in higher speeds along the lane (motorists quickly realise that there will be no opposing traffic - so they travel ‘at speed’). Also, one-way movements can create longer distances for some residents to access their garages etc.

Traffic Committee Recommendation:

That:

1. The northern side of Balfour Lane, Kensington, between Kensington Road and Balfour Road be signposted with a No Stopping restriction;

2. The mandatory No Stopping restriction be installed on the southern side of Balfour Lane, 10m east of Balfour Road; and

3. Balfour Lane remain two-way at this time.

4.13 DAY AVENUE, KENSINGTON (H)

Signage Parking - No Stopping
(D02490412-DA) (AD)

Parked vehicles are encroaching into the cycle lane on the north side of Day Avenue to the east of the intersection with Cottenham Avenue, Kensington. They are parking within the 13m taper before the parking lane becomes wide enough to accommodate the full width of a car. The taper, which begins at the termination point of the No Stopping zone associated with the unsignalised intersection to the east, currently has unrestricted parking.

In order to discourage vehicles from encroaching into the cycle lane at this location it is proposed to install a 13.0m No Parking Zone, starting at a point 10m east of Cottenham Avenue and terminating at a point of 23.0m east of Cottenham Avenue, Kensington.

The following parking restrictions are currently in place:

<table>
<thead>
<tr>
<th>Day Avenue, northern side measured east of Cottenham Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 – 10.0m</td>
</tr>
<tr>
<td>10.0m – onwards</td>
</tr>
</tbody>
</table>
Traffic Committee Recommendation:

That the parking restrictions as per the following table be installed on the northern side of Day Avenue, east of Cottenham Avenue, Kensington.

<table>
<thead>
<tr>
<th>Day Avenue, northern side measured east of Cottenham Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 – 10.0m</td>
</tr>
<tr>
<td>10.0m-23.0m</td>
</tr>
<tr>
<td>23.0m and onwards</td>
</tr>
</tbody>
</table>

4.14 GARDENERS ROAD, KINGSFORD - GREEK EASTER 2016 (H)
Event - Temporary - Road Closure
(D02521223-DA) (AD)

During the annual Greek Orthodox Easter celebrations at St Spyridon’s Church on Gardeners Road, Kingsford (east of Doncaster Avenue), some 5,000 to 6,000 worshippers assemble on Gardeners Road outside the Church. Over many years, in the interests of road safety, Gardeners Road has been closed to east and westbound traffic between Houston Road and Cottenham Avenue on two occasions during the celebrations as detailed below. Police staff various points for this religious activity.

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

The closure times are:

1. Friday 29 April 2016, 8:00pm to 10:30pm. An RMS Traffic Emergency Patrol (TEP) vehicle is utilised on site from about 7:30pm to 10:30pm.

2. Saturday 30 April 2016, 11:00pm to 1:30am on Sunday 12 April 2016. An RMS Traffic Emergency Patrol (TEP) vehicle and crew will be on-site from 10:00pm to 1:30am.

Maps outlining the closures for the event are shown on the next two pages.
Traffic Committee Recommendation:

That:

1. The information be received;

2. The organisers provide notification to all businesses and residences adjacent to the affected parts of the streets with regard to the event, detailing the effect on bus services, including proposed bus diversions;

3. The applicant liaise with the Transport for NSW’s Transport Management Centre regarding this event to obtain Road Occupancy Licence (ROL);

4. The applicant ensures that the required traffic control equipment is provided and delivered onsite for the use of the Police;

5. The proponents of this event be requested to also inform locals that, as a result of the event, there will be some limited bus movements along some local streets; and

6. That, as a matter of courtesy, Botany Bay City Council, be informed of the proposed arrangements.

4.15 RAINBOW STREET / ANZAC PARADE, KINGSFORD

Transport for NSW (TfNSW) has advised that they will be bringing forward, by 7 months, its occupation of their part of the “Rainbow Street Car park” site; for the storage of early deliveries of the rails for the Light Rail. This is now proposed to occur in January, 2016.

The triangular shaped ‘car park’ site, situated to the east of the intersection of Anzac Parade and Rainbow Street, is partially owned by TfNSW (the part known as 1-11 Rainbow Street) and the rest is owned by Randwick City Council (known as 13-21 Rainbow Street). TfNSW’s land (closest to the roundabout) currently contains some 65 parking spaces, the former fruit market building and the building associated with the former operations of Meals on Wheels. The remainder of the site is owned by Randwick City Council and contains some 70 parking spaces (see following image).
In order to improve parking turnover for customers and clients of the commercial centre of Kingsford, it is proposed to impose a 2 Hour Parking, 8.30am to 6pm, Monday to Sunday, time limit on this Council car park, under Section 650 of the Local Government Act.

Traffic Committee Recommendation:

That, in order to increase parking availability in the commercial centre of Kingsford, a 2 Hour Parking, 8.30am to 6pm, Monday to Sunday, time limit be imposed upon the Council car park at 13-21 Rainbow Street, under Section 650 of the Local Government Act.

4.16 ANZAC PARADE, KINGSFORD

Signage Parking – 4P
(D02524100-TL) (AD)

The management of the South Sydney Juniors Rugby Leagues Club has requested consideration for the implementation of time limits in two of the three median island carparks in Anzac Parade, opposite the club. The carparks identified are the southern and the central Anzac Parade median car parks. It is proposed that these two car parks have imposed a 4 hour time limit, 9am to 5pm, Monday to Saturday.
At this stage, Transport for NSW (TfNSW) and ALTRAC (the Light Rail construction and operations consortium) advise that construction work on the Kingsford terminus (affecting the northern and central median car parks) is not scheduled until May, 2017.

It is considered that the request for these time limits be supported as they will increase parking turnover for customers, clients and patrons of nearby businesses, hotels and the club.

**Traffic Committee Recommendation:**

That, in order to increase parking availability in the commercial centre of Kingsford, the Anzac Parade median island car parks, to the north and south of Sturt Street, have imposed a 4 hour time limit, 9am to 5pm, Monday to Saturday, under Section 650 of the Local Government Act.

### 4.17 BUNDOCK STREET, SOUTH COOGEE  (M)
Linemarking- Other  
(D02493627-LM) (AD)

At the October 2015 meeting of this Committee, Sgt Grayson Withers, informed the Committee of a serious collision which occurred near no. 102A Bundock Street, west of Hendy Avenue, South Coogee. It was recommended that Council officers examine this
location and, if appropriate, report upon any proposed improvements through the Traffic Committee process.

Footage obtained of the crash shows a vehicle possibly veering onto the wrong side of the road and colliding into another vehicle.

It has been noted that westbound vehicles often cross the double centreline, at speed, at the bend, near nos 104-106 and again, further east at 112-118 Bundock Street. Further to this, an analysis of crash data identified two other ‘off carriageway’ crashes occurring in the vicinity of no.104 Bundock Street in the last 5 years.

**Bundock Street, South Coogee - eastbound**

![Image 1](image1)

**Bundock Street, South Coogee - westbound**

![Image 2](image2)

The combination of speed and poor lane discipline at this location could be a contributing factor to crashes. To address driver behaviour at this location, it is recommended that profile linemarking consisting of raised ribs at regular intervals be installed around these bends. These markings provide a more durable marking, enhanced visibility and an audio-tactile warning to the motorists should they stray
from the carriageway and run onto the marking. They also provide enhanced visibility during adverse weather conditions, especially at night.

Mr Passarelli (STA) asked that the dimensions of the linemarking be referred to the STA prior to installation so that STA can be assured that its buses can still operate safely on this street. Mr Lehmann agreed to this request.

Traffic Committee Recommendation:

That profile linemarking be installed on Bundock Street, South Coogee, between nos 104 and 118.

4.18 Bunnerong Road, Kingsford

Bicycle Matters - Bicycle Safety
(D02486253-ST) (AD)

There are a number of concerns in regards to the safety of pedestrians and cyclists along Bunnerong Road, between Snape Street and Botany Street. The key concerns are:

- Both Botany Street and Birdwood Avenue (Botany Bay Council area) meet Bunnerong Road at a shallow angle, resulting in a significant crossing distance for pedestrians.
- Bike riders travelling between Birdwood Avenue and Botany Street have reported that they feel unsafe.
- The nature strip outside the shops on Bunnerong Road has been worn out due to foot traffic.

The following photo shows the nature strip that has been worn away by pedestrians and bike riders, most likely walking to the bus stop and ‘cutting the corner’ to reach the footpath on Bunnerong Road.
Following is a concept sketch of a proposed bi-directional bike path and kerb build-outs in Botany Street and Birdwood Avenue. The advantage of this design is that it will:

- Slow traffic down at Botany Street and Birdwood Avenue by narrowing the road and ‘squaring up’ the intersections.
- Allow cyclists to safely navigate between Botany Road and Birdwood Avenue by giving them an opportunity to cross at the Snape Street signals and use the bi-directional bike path.
- Improve the access and streetscape around the shops on Bunnerong Road.
It should be noted that Bunnerong Road is on the boundary to our local government area and therefore all items on the western side of the road are the responsibility of Botany Bay Council.

Mr Tita (RMS) explained that RMS would have to consider the treatment in Randwick Council area in conjunction with the treatment in Botany Bay Council area, prior to making a determination on this proposal (particularly with regard to the signal adjustment). Mr Lehmann agreed and stated that he had had discussions with Botany Bay Council regarding coordination of the treatments.

Traffic Committee Recommendation:

That:

1. A bi-directional bike path be constructed on the eastern side of Bunnerong Road between Snape Street and Botany Street;

2. It be noted that both Randwick City Council and Botany Bay City Council have submitted to RMS proposals to ‘square up’ their respective intersections with Bunnerong Road;
3. An application be made to RMS to change the pedestrian signal facility at the Bunnerong Road and Snape Street intersection so as to also accommodate bike riders; and

4. It be noted that RMS would require coordination of the two Councils’ facilities prior to considering adjustments to the traffic signals.

4.19 FISHERMANS ROAD, MALABAR

Concerns have been raised with the Council regarding parking practices in Fishermans Road, Malabar. Representatives from the Randwick Offshore Rescue Boat (Surf Life Saving) have advised the Council that on numerous occasions, especially during high summer time, motorists park their vehicles on both sides of Fishermans Road causing difficulties for emergency vehicles to access the boat ramp.

Currently a No Parking restriction has been signposted on the northern side of Fishermans Road, however some of the signage is missing or appears to be incorrect. A search of Council’s Traffic Committee records has been unsuccessful in determining the extent of the previously approved restriction.

In addition, Council’s Rangers have reported that motorists are also parking on the approach to the boat ramp in the car park and due to lack of appropriate signage and line marking, the Council’s Rangers are unable to enforce parking regulations.

To better address the needs for parking in the area it is proposed to install a ‘Restricted Parking Area – Park in Marked Bays Only’ parking control at this car park. And, to formalise the No Parking restriction on the northern side of Fishermans Road, east of the existing No Parking Surf Rescue Vehicles Excepted to a point 10m west of the driveway access to the Sydney Water facility.
**Traffic Committee Recommendation:**

That:

1. A No Parking restriction be installed along the northern side of Fishermans Road, immediately after the existing No Parking Surf Rescue Vehicles Excepted, east of Dacre Street, to a point 10m west of the driveway access to the Sydney Water facility; and

2. Restricted Parking Area - Park in Marked Bays Only signs be installed at the entrance to the Fishermans Road car park, Malabar.

**4.20 DAMPIER STREET / EYRE STREET, CHIFLEY (M)**

**Signage Regulatory – Give Way sign (D02509472-TL)**

Council received a request that consideration be given to “swapping” the priority controls at the intersection of Dampier Street and Eyre Street, Chifley.

An examination of the most recent crash data indicates that this intersection is performing safely – there are no reported collisions involving a ‘tow away’ or worse at this site.

Swapping the priorities may create a benefit for bus operators as they would not have to slow down and yield as they travel along Dampier Street. For this reason it is considered that this request be supported.

*Mr Tita (RMS) expressed some concerns about the possible implications of swapping the priority at this location. In particular he was concerned about confusion for motorists and a possible increase in the risk of collisions. He sought some advice as to the traffic volumes along each street. Mr Lehmann agreed to gather that information in the new year and to re-submit the item once that data is available.*

**Traffic Committee Recommendation:**

That this matter be deferred pending the receipt of data from traffic counts undertaken in the new year.

**4.21 GROSE STREET, LITTLE BAY (M)**

**Signage Parking - No Parking (D02482516-NZ) (AD)**

Residents have raised safety concerns about vehicles being parked on both sides of the bend in Grose Street, Little Bay. To address their concerns and improve visibility, and safety when going around the bend, it is proposed to install an 87m broken centreline to guide vehicles around the bend and to reduce the lane width on the southern side of Grose Street to allow vehicles to pass safely. To prevent vehicles from parking on the southern side of the bend it is proposed to install 47m of No Parking around the bend.
Traffic Committee Recommendation:

That:

1. No Parking be installed on the southern side of Grose Street, Little Bay, starting 22m east of Abbe Receveur Place and extending 47m east; and

2. An 88m broken centreline be installed Grose Street, Little Bay, to reduce the lane width on the southern side to 3.5m.

4.22 HASTINGS AVENUE / MACQUARIE STREET, CHIFLEY (M)

Signage Regulatory – Give Way sign (D02509472-TL)

Council received a request that consideration be given to “swapping” the priority controls at the intersection of Hastings Avenue and Macquarie Street, Chifley. Generally the major traffic flow at this intersection is from Hastings Avenue (south) into Macquarie Street (east), and vice versa.

An examination of the most recent crash data indicates that this intersection is performing safely – there are no reported collisions involving a ‘tow away’ or worse at this site.

There is no particular benefit for buses with this proposal as the bus service must yield when travelling in either one direction or the other. Swapping the priorities would not seem to create a significant benefit for either bus operators or other motorists and, accordingly, it is considered that no change should be undertaken.

Traffic Committee Recommendation:

That the information be received.
4.23 HINKLER STREET, MAROUBRA (M)
Road Safety - Speeding
(D02461625-LM) (AD)

Council has received a request from a resident of Hinkler Street to investigate vehicle speeds in the street. It has been reported that vehicle speeds are excessive creating a safety issue for residents.

To ascertain the extent of the speeding issue in Hinkler Street, near the intersection of Wild Street, a traffic survey was commissioned in October 2015. The results of the 2015 survey are shown below:

<table>
<thead>
<tr>
<th>Data</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekly 50th%ile speed (km/h)</td>
<td>34.8</td>
<td>37.6</td>
</tr>
<tr>
<td>Weekly 85th%ile speed (km/h)</td>
<td>42.6</td>
<td>46.2</td>
</tr>
<tr>
<td>Five day AADT</td>
<td>571</td>
<td>432</td>
</tr>
<tr>
<td>Seven day AADT</td>
<td>553</td>
<td>425</td>
</tr>
</tbody>
</table>

Given that the vehicular speeds are low, no action is recommended, at this time.

Traffic Committee Recommendation:

That the results of the traffic survey for Hinkler Street, Maroubra, undertaken in October 2015, be noted.

4.24 IRETON STREET, MALABAR (M)
Road Safety - School Safety
(D02506338-NZ) (AD)

Following discussions with the principal of St Andrew’s Primary School, Malabar, it is proposed to adjust the parking restrictions on Ireton Street, outside the school.

It is proposed to change the existing 40m length of “No Parking” 8:00am-9:30am 2:30pm-4pm School Days Only, starting 10m from Prince Edward Street to 10min Parking 8:00am-9:30am, 2:30pm-4:00pm, Mon- Fri.

It is also proposed to supplement the existing No Parking (16.4m) and No Parking 8:00am-9:30am, 2:30pm-4:00pm, School Days Only, west of the existing Mobility Space with Kiss and Go signage. The existing Mobility Parking space is to be retained.
Existing parking restrictions:

<table>
<thead>
<tr>
<th>Ireton Street, northern side measured west of Prince Edward Street</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 - 10m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>10m – 50m</td>
<td>No Parking, 8am-9:30am, 2:30pm-4pm, School Days Only</td>
</tr>
<tr>
<td>50m – 56m</td>
<td>Mobility Impaired Person’s Parking Space (MIPPS)</td>
</tr>
<tr>
<td>56m – 72.4m</td>
<td>No Parking</td>
</tr>
<tr>
<td>72.4m – 90.35</td>
<td>No Parking, 8am-9:30am, 2:30pm-4pm, School Days Only</td>
</tr>
</tbody>
</table>

The proposed changes are as follows:

<table>
<thead>
<tr>
<th>Ireton Street, northern side measured west of Prince Edward Street</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 - 10m</td>
<td>No Stopping</td>
</tr>
<tr>
<td>10m – 50m</td>
<td>P 10 min, 8:00am-9:30am, 2:30pm-4:00pm, Mon-Fri</td>
</tr>
<tr>
<td>50m – 56m</td>
<td>Mobility Impaired Person’s Parking Space (MIPPS)</td>
</tr>
<tr>
<td>56m – 72.4m</td>
<td>No Parking</td>
</tr>
<tr>
<td>72.4m – 90.35</td>
<td>No Parking, 8am-9:30am, 2:30pm-4pm, School Days Only</td>
</tr>
</tbody>
</table>
Traffic Committee Recommendation:

That:

1. The existing 40m of No Parking 8am-9:30am 2:30pm-4pm School Days Only, starting 10m west of Prince Edward Street, be converted to P 10 min 8:00am-9:30am, 2:30pm-4:00pm Mon-Fri; and

2. The 34.35m of No Parking and No Parking, 8am-9:30am, 2:30pm-4pm, School Days Only be supplemented with Kiss and Go signage.

4.25 MALABAR ROAD / NYMBOIDA STREET, SOUTH COOGEE (M)

Bicycle Matters - Bicycle Safety
(D02515369 D00953170 D02020675 D01548045-ST) (AD)

There is a significant narrowing of the bike path on Malabar Road near Nymboida Street, South Coogee, which is causing an unsafe environment for cyclists, pedestrians and motor vehicles. The bike lane width goes from 1.5m down to 0.8m when it passes the pedestrian refuge on the western side of Malabar Road. This narrowing can be seen in the image below.

Additionally there have also been a number of safety concerns from pedestrian due to the high speed of traffic. South Coogee Public School is just a short walk from this intersection with many school children using the crossing to reach bus stops along Malabar Road.

The recommended minimum distance a pedestrian should have to cross is 3.7m according to the technical directions, TDT2011-01a Pedestrian refuges. At the moment the distance on the west side of the road the crossing distance is 4m.

It is considered that the kerb nib be brought out, with the bike lane being shifted behind the kerb nib. By moving the kerb nib further out, the crossing will be safer for cyclists and pedestrians as it will:

- Encourage cars to slow down as they navigate through the crossing
- Separate the bikes from the travel lane
- Widen the bike lane from 0.8m to 1.5m
- Reduce the crossing distance on the western side of Malabar Road from 4m to 3.5m.

Following is a sketch of the proposed pedestrian crossing configuration. The proposed dimensions are also shown in Section A-A. The original configuration is also shown with a 0.8m wide bike lane.

Mr Tita (RMS) suggested that, instead of diverting the bike lane behind the kerb nibs, it may be better to reduce the width of the kerb nibs so that the bike lane remains adjacent to the traffic flow. Mr Lehmann stated that such an adjustment may result in passing motorists "straight-lining" the bend by drifting into the bike lane. He stated,
however, that he would review the design and report back to a subsequent Traffic Committee meeting.

Traffic Committee Recommendation:

That this matter be deferred pending further investigations.

4.26 YARRA BAY - GREEK EPIPHANY FESTIVAL 2016 (M)
Event - Temporary Road Closure (D02500790-RR) (AD)

Every year the Greek Orthodox Archdiocese of Australia organises the celebration of the Greek Epiphany Festival, in Bicentennial Park, at Yarra Bay. This year, the event is to be held on Sunday, 10 January, 2016.

This event attracts thousands of members of the Greek community and generates significant parking and traffic pressures on this area.

Temporary traffic control arrangements were implemented for the 2015 event to manage the large parking and traffic demands. The arrangements consisted of a ‘one way’ anticlockwise loop in Elaroo Avenue and Yarra Road. Barricades were also installed within the 10 metre No Stopping areas at all of the intersections in the area bounded by Bunnerong Road / Anzac Parade, Elaroo Avenue and Yarra Road to deter illegal parking.

It is proposed to implement the same traffic arrangements for the 2016 event. A copy of the 2015 traffic management plan is attached.

Mr Passarelli (STA) asked that additional resources be provided to ensure correct parking practices on the day. Mr Lehmann stated that he agreed and that Council’s Rangers would be tasked with parking patrol duties, at this location, on the day.

Traffic Committee Recommendation:

That the parking and traffic controls, as detailed above, be applied for the Greek Epiphany celebrations in Yarra Bay on Sunday, 10 January, 2016.
AGENDA
5. **Minor Signage Items**

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

<table>
<thead>
<tr>
<th>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>Arden Street, COOGEE (C) (D02513875-NZ) (AD)</td>
<td>Install 11.5m of No Stopping on the eastern side of Arden Street, starting at the south eastern corner of Arden Street and Alison Road and extending 11.3m south.</td>
<td>Yes</td>
<td>To ensure compliance with the mandatory No Stopping restriction.</td>
</tr>
<tr>
<td>5.2</td>
<td>Beach Street, COOGEE (C) (D02266444-RR) (AD)</td>
<td>Install Loading Zone, 6.30am 12.30 pm, 1P Parking 12.30pm-10pm Permit Holders Excepted, Area CO1, on western side of Beach Street on approach to intersection of Carr Street, Coogee.</td>
<td>Yes</td>
<td>To facilitate deliveries at No.62 Carr Street, Coogee (Bazura Café).</td>
</tr>
<tr>
<td>5.3</td>
<td>Reserve Lane, RANDWICK (C) (D02486409-TL) (AD)</td>
<td>Install No Parking extending for three metres to each side of the rear laneway gate of 49 Oberon Street, Randwick.</td>
<td>Yes</td>
<td>To ease access for elderly resident accessing garage opposite this gate.</td>
</tr>
<tr>
<td>5.4</td>
<td>Kensington Road, KENSINGTON (H) (D02500003-LM) (AD)</td>
<td>Install a 6m Mobility Impaired Person’s Parking Space (MIPPS) on the eastern side of Kensington Road, Kensington, outside no.21 commencing on ELP SY14496 at the southern boundary of the driveway and terminating at a point 6m north.</td>
<td>Yes</td>
<td>To assist eligible mobility impaired resident to park close to their property.</td>
</tr>
<tr>
<td>5.5</td>
<td>Kensington Road, KENSINGTON (H) (D02498234-LM) (AD)</td>
<td>Install ‘Crest’ warning signs on ELP SY07896 and SY07897 outside nos 37 and 40 Kensington Road, Kensington in advance of the vertical curve.</td>
<td>Yes</td>
<td>To warn motorists of limited sight distance due to crest.</td>
</tr>
<tr>
<td>5.6</td>
<td>Kensington Road, KENSINGTON (H) (D02498234-LM) (AD)</td>
<td>Remove the ‘Horse &amp; Rider’ warning signs on ELP SY07901 &amp; SY07892 near nos 28 and 49 Kensington Road, Kensington.</td>
<td>Yes</td>
<td>No longer required as the former stables at no.32 Kensington Road have been redeveloped.</td>
</tr>
<tr>
<td>5.7</td>
<td>Brisbane Street CHIFLEY (M) (D02494608-DP) (AD)</td>
<td>Install a 5.5m Mobility Impaired Persons’ Parking Space (MIPPS) on the south side of Brisbane Street, commencing directly to the east of the driveway access to 29 Brisbane Street, Chifley, and terminating at a point 5.5m east.</td>
<td>Yes</td>
<td>To assist eligible mobility impaired resident to park close to their property.</td>
</tr>
<tr>
<td>No</td>
<td>Location</td>
<td>Issue Request</td>
<td>Recommend Approval?</td>
<td>Comments</td>
</tr>
<tr>
<td>----</td>
<td>----------</td>
<td>---------------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>5. 8</td>
<td>Bunnerong Road, MATRAVILLE (M) (D02493726-NZ) (AD)</td>
<td>Install 64m of No Stopping on the western side of Bunnerong Road, Starting at the corner of Military Road and Bunnerong Road and extending 64m south.</td>
<td>Yes</td>
<td>To remove conflicting parking signs and to standardise the parking restrictions around the pedestrian refuge.</td>
</tr>
<tr>
<td>5. 9</td>
<td>Gregory Street, SOUTH COOGEE (M) (D02518469-NZ) (AD)</td>
<td>Install 11m of No Stopping on the western side of Gregory Street, South Coogee. Starting at the intersection of Gregory Street and Harrison Avenue and extending 11m north.</td>
<td>Yes</td>
<td>To ensure compliance with the mandatory No Stopping restriction.</td>
</tr>
<tr>
<td>5. 10</td>
<td>Gregory Street, MAROUBRA (M) (D02518469-NZ) (AD)</td>
<td>Install 10m No Stopping on the southern side of Gregory Street. Starting at the intersection of Harrison Avenue and Gregory Street and extending 10m east.</td>
<td>Yes</td>
<td>To ensure compliance with the mandatory No Stopping restriction.</td>
</tr>
<tr>
<td>5. 11</td>
<td>Harrison Avenue, MAROUBRA (M) (D02518469-NZ) (AD)</td>
<td>Install No Stopping on both sides of Harrison Avenue at the intersection with Gregory Street. On the western side starting at the intersection of Harrison Avenue and Gregory Street and extending 14m south. On the eastern side starting at the intersection of Harrison Avenue and Gregory Street and extending 10m south.</td>
<td>Yes</td>
<td>To ensure compliance with the mandatory No Stopping restriction.</td>
</tr>
<tr>
<td>5. 12</td>
<td>Maroubra Road, MAROUBRA (M) (D02505676-LM) (AD)</td>
<td>Install a 12m No Parking, Authorised Community Transport Vehicles Excepted, 10 Min Limit zone on the northern side of Maroubra Road, Maroubra, immediately east of the driveway to no.216.</td>
<td>Yes</td>
<td>To allow somewhere for drop off and pick up of elderly residents at the aged care facility at no. 216 Maroubra Road.</td>
</tr>
<tr>
<td>5. 13</td>
<td>Military Road, MATRAVILLE (M) (D02493726-NZ) (AD)</td>
<td>Install 53m of No Stopping on the southern side of Military Road, starting at the intersection of Military Road and Bunnerong Road and extending 53m west.</td>
<td>Yes</td>
<td>To remove conflicting parking signs and to standardise the parking restrictions around the pedestrian refuge.</td>
</tr>
<tr>
<td>5. 14</td>
<td>Military Road, MATRAVILLE (M) (D02493726-NZ) (AD)</td>
<td>Install 62.5m of No Stopping on the northern side of Military Road, starting at the intersection of Military Road and Bunnerong Road and extending 62.5m west.</td>
<td>Yes</td>
<td>To remove conflicting parking signs and to standardise the parking restrictions around the pedestrian refuge.</td>
</tr>
</tbody>
</table>

**Traffic Committee Recommendation:**

That the recommendations listed in the Minor Signage items table, be approved.
6. **Urgent Matters or Matters for Future Investigation**

6.1 **ST MARKS ROAD, RANDWICK**

(C) Signage Parking – Angle Parking

(D02527546-TL) (AD)

Mr Rosadi Rosadi informed the Committee that representations had been received regarding parking matters in St Marks Road, Randwick. It is noticed that the long term parking practice near the northern end of St Marks Road (near the Clovelly Road intersection) is for vehicles to park at 90 to the kerb outside the Duke of Gloucester Hotel.

In recent times this angle parking practice has extended further south outside residential dwellings. It is proposed to signpost the local parking practice of parking at 90 outside the hotel; but to not extend this arrangement beyond the boundary of the hotel.

Traffic Committee Recommendation:

That the long term local parking practice of parking at 90 to the kerb, along the western side of St Marks Road, adjacent to the Duke of Gloucester Hotel, be formalised by way of signage; with the parking spaces further south being delineated as parallel parking only.

6.2 **RUNIC LANE, MAROUBRA**

(M) Signage Regulatory – One Way

(D02530690-RR) (AD)

Following representations regarding the difficulty of a local resident (with mobility restrictions) to access vehicles outside her premises, it is proposed to amend slightly the previously approved traffic management plan for Runic Lane. The approved Traffic Management Plan (TMP) reversed the direction of traffic in the section of Runic Lane, between Hannan Street and Hannan Lane, to one way westbound. This is creating difficulty for a resident who has access of Runic Lane.

The resident has an elderly parent who has great difficulty entering the car now it is facing westbound. When the car faced eastbound they could enter / exit vehicles from the property side. She now needs to enter the vehicle from the road side, which is causing her some distress.

The new arrangements will reinstate a one-way movement easterly between Hannan Street and Hannan Lane. The overall impact of this change will be minor. Hannan Lane will become a de facto no through road for northbound traffic movements. The design of the approved road closure is setback slightly within Runic Lane to retain access to the dental surgery car park. This area can be used for three point turns for vehicles.

Traffic Committee Recommendation:

That the previous one way eastbound traffic movement in Runic Lane, between Hannan Lane and Hannan Street, Maroubra, be reinstated.
6.3 PACIFIC STREET, CLOVELLY

Signage Parking – Mobility Impaired Person’s Parking Space (MIPPS) (D0238397-TL) (AD)

Ms Anne Henning (resident) enquired as to the status of the Mobility Impaired Person’s Parking Space (MIPPS) previously approved for installation outside 14 Pacific Street, Clovelly (2015.05.5.8).

Mr Lehmann apologised that the MIPPS had not been installed and undertook to have the signs installed by the end of the week.

Discussion then ensued as to the processes undertaken when MIPPS are removed and also the processes available to the Council, and to the Police, with regard to the removal of unregistered vehicles whose owners declare them as not being ‘abandoned’.

Traffic Committee Recommendation:

That the previously approved installation of a Mobility Impaired Person’s Parking Space (MIPPS), outside no.14 Pacific Street, Clovelly, be again, endorsed.

6.4 ANZAC PARADE, LA PEROUSE

Road Safety – Speeding (ITD-TL)

Constable Pawley, informed the Committee, of a Police operation which was held on Saturday, 5 December, 2015, between the hours of 8pm to 2am. The services of Botany Bay Highway Patrol, Eastern Beaches Local Area Command, Roads and Maritime Services inspectors and Environment Protection Authority inspectors were utilised for the operation. An inspection site was established on the basketball court of La Perouse Public School.

During the operation the following results were obtained:

<table>
<thead>
<tr>
<th>POLICE</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>Road Side Breath Tests - (Stationary)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Unregistered vehicle Traffic Infringement Notices issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Uninsured vehicle Traffic Infringement Notices issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Defect notices issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Suspension Advice Notice issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Firearm Prohibition Order vehicle search conducted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Firearm Prohibition Order person search conducted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Vehicle search conducted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Person searches conducted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Consorting warnings issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Others Traffic Infringement Notices issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Speeding Traffic Infringement Notices issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Traffic Charges completed</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENVIRONMENT PROTECTION AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>12</td>
</tr>
<tr>
<td>$3150 Fines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROADS AND MARITIME SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
</tr>
<tr>
<td>13</td>
</tr>
</tbody>
</table>
Constable Pawley stated that Eastern Beaches Police are committed to ensuring the safety of drivers and pedestrians on local roads and the compliance with Australian Rules by all road users.

Mr Lehmann, on behalf of the Committee, expressed gratitude to Constable Pawley and asked that she relay this expression of gratitude to the officers involved in the operation.

**Traffic Committee Recommendation:**

That the information tabled by Constable Pawley, be noted and that an expression of gratitude, be relayed to the Police, and other agencies, for undertaking this operation.

### 7. Schedule of Conditions

The following standard conditions may be referenced within these papers.

#### 7.1 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.

The meeting finished at 10.28am.
The Randwick Traffic Committee meeting dates for 2016 are as follows:

February 9
March 8
April 12
May 10
June 14
July 12
August 9
September 13
October 11
November 8
December 13

We wish you...

Happy Christmas Holidays and a Safe New Year!