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# Traffic Committee Meeting

Tuesday 11 February 2025





## TRAFFIC COMMITTEE MEETING

Notice is hereby given that a Traffic Committee of Randwick City Council will be held online via Microsoft Teams on Tuesday, 11 February 2025 9.30am

Any members of the community, wishing to make representations regarding a matter listed within the Traffic Committee Agenda, must email the Council ([council@randwick.nsw.gov.au](mailto:council@randwick.nsw.gov.au)) at least 24 hours prior to the meeting. Details on how to join the meeting would then be provided. Additionally, if a prospective participant wished to make a PowerPoint (or similar) presentation to the Committee, such presentation must be emailed to the Council at least 24 hours prior to the meeting.

### Traffic Committee

The following information is provided so that you may be aware of the structure and operation of the Randwick City Traffic Committee.

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

***Randwick Traffic Committee is a Committee of Randwick City Council. Accordingly, all participants are expected to comply with the Council's Code of Conduct. Details of the Code of Conduct can be accessed by [CLICKING HERE](#).***

***Please note that all Traffic Committee meetings are recorded.***

## Acknowledgement of Country

The Chair will ask for a volunteer to acknowledge the lands upon which this meeting is being held:

*"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.*

*On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."*

## Attendance and Apologies

## Declarations of Pecuniary and Non-Pecuniary Interests

## Matters Arising from the Minutes OR from Council Resolution

## 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 then be put to the Committee for endorsement.

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**General Business**

(C) Coogee Electorate (M) Maroubra Electorate (H) Heffron Electorate

Tony Lehmann  
**MANAGER INTEGRATED TRANSPORT**

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## Traffic Committee Report No. TC1/25

**Subject: Code of Conduct - Traffic Committee meetings (All)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.01	D04327917	Other	Other	TL	No

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

The code of conduct applies to council committee members and delegates of council who are not councillors or staff of the council. It also applies to advisers of council for the purposes of clause 4.12. It is based on the Model Code of Conduct for Local Councils in NSW ("the Model Code of Conduct") which is made under section 440 of the Local Government Act 1993 ("LGA") and the Local Government (General) Regulation 2005 ("the Regulation").

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

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

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

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

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

- "Clause 3.1. You must not conduct yourself in a manner that:
- a) is likely to bring the council or other council officials into disrepute
  - b) is contrary to statutory requirements or the council's administrative requirements or policies
  - c) is improper or unethical
  - d) is an abuse of power
  - e) causes, comprises or involves intimidation or verbal abuse
  - f) involves the misuse of your position to obtain a private benefit
  - g) constitutes harassment or bullying behaviour under this code or is unlawfully discriminatory."

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

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That the information be received.

**Attachment/s:**

Nil

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2024/07866

TC1/25



## Traffic Committee Report No. TC2/25

**Subject: Alison Road, near Pauling Avenue, Coogee - Median (C)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.02	D04795906	Traffic Device	Medians	SW	Yes

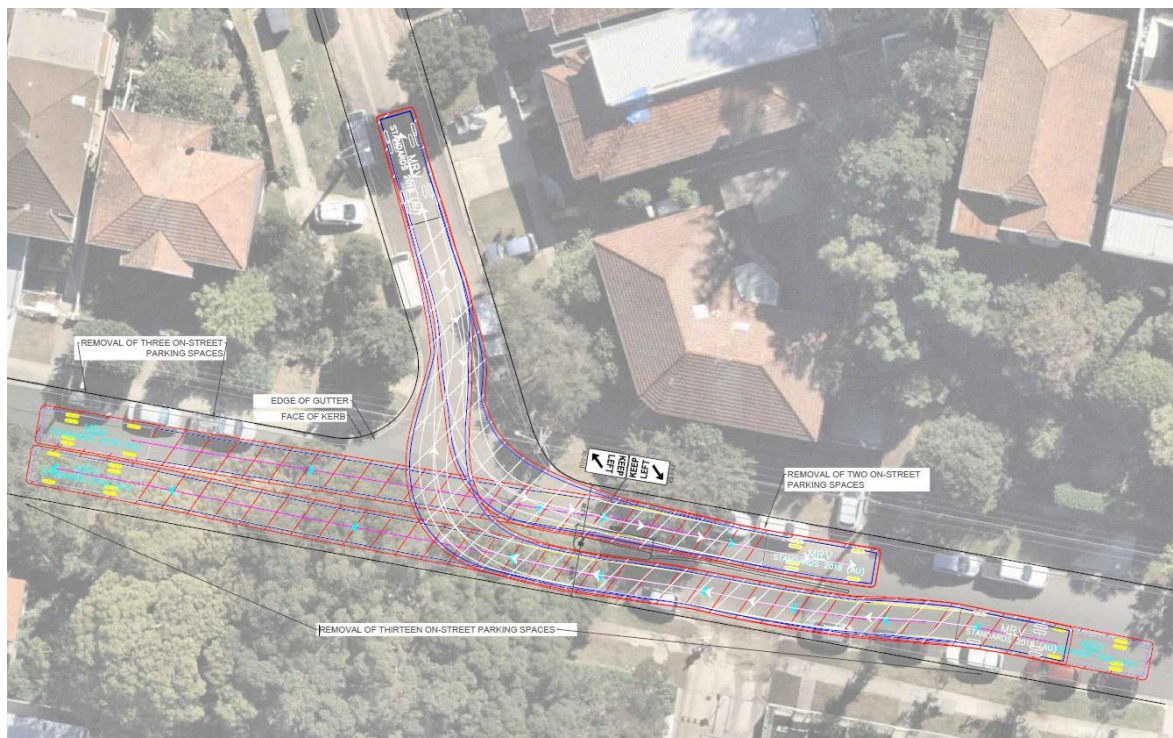
The proposal for a median island on Alison Road at the intersection of Pauling Avenue, Coogee was previously submitted to the August Local Traffic Committee meeting held on 13 August 2024.

This median island arrangement was established following on-going consultation with residents and an on-site meeting between Council officers and a local resident.

The submission to the August Traffic Committee meeting involved a design revision to include a wider median island and to allow for the concept design for the eastern median island alone at this stage. The western island was subject to the development of a concept design at a later stage once the eastern median island was implemented.

The recommendation from this meeting was that the median island proposed on Alison Road, east of Pauling Avenue, be installed.

Following this recommendation, a road safety audit (RSA) was completed of the concept plan prior to construction. This raised several items for which the design has now been amended to address. The amended median arrangement for the east leg will result in the loss of 18 on-street parking spaces on the eastern side of Pauling Avenue. This consists of 5 spaces on the northern side of the road and 13 spaces on the southern side of the road. This amended concept design is depicted in the figure below.



**Figure 1: Amended Concept Design for Alison Road and Pauling Avenue.**

The RSA raised one of the following key findings - “The project team should also be aware of the risk compensation effect. Under the current, pre-project conditions, there is more exposure to head-on crash risks. However, there is also a high degree of “friction” due to the lack of passing clearance and the presence of parked cars. This friction has a speed-reduction effect. By contrast, if the proposed scheme was implemented, there would be a physical separation (and hence benefit) with

respects to head-on crash exposure. However, the reduction in impedances may also lead to increased speeds. That is, the removed risk may be offset by the driver adding more risk to the driving task.”

In order to address maneuverability around the median, visibility concerns and for better advanced warning of the obstruction, a significant loss of on-street parking has been indicated. It is noted that the current conditions of the intersection with on-street parking on either side of the road work to promote a lower speed environment.

Given the feedback provided by the independent Road Safety Auditor (particularly with regard to the risk compensation effect) and given that a loss of 18 on-street parking spaces would likely not be supported by residents of this neighbourhood (where parking pressures are significant) it is considered that the proposed traffic island be not endorsed.

### **Resourcing Strategy implications**

There are no financial implications arising from this report.

### **Recommendation**

That, given the outcome from the independent Road Safety Audit and given the indicated loss of 18 on-street parking spaces, construction of the median island proposed for Alison Road, at the intersection with Pauling Avenue, not proceed.

### **Attachment/s:**

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2010/00007

## Traffic Committee Report No. TC3/25

**Subject: Arden Street, Coogee Bay Road and Alfreda Street, Coogee – ANZAC Day Dawn Service 2025 (C)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.03	F2025/00425	Event	Temporary Road Closure	RM	Yes

In continuing with previous years, the Anzac Day Dawn Service will be held at Coogee Beach, on Friday, 25 April 2025.

The associated event area will be contained to Coogee Beach, however, the following road closures will be required to maintain public safety:

Between 5:00am-7:30am 25 April 2025

- Arden Street, between Dolphin Street and Carr Street
- Coogee Bay Road, between Brook Street and Arden Street
- Alfreda Street, between Arden St and Coogee Oval Car Park

As a result of these road closures, it will be necessary to temporarily redirect affected bus routes 350, 313, 373, 370 and 374 around Arden Street. All bus stops on Arden St, between Carr Street and Dolphin Street shall be temporary closed. The following temporary signage modifications shall also be required to accommodate necessary bus zones:

1. Implement 'Bus Zone' signage for 24m on Arden St, south of the signalised intersection with Carr Street. (existing control: 1P 8am-6pm). Figure 1
2. Extend the existing Bus Zone on Havelock Avenue, near Asher Street (northern side) by 19.5m to the east. (existing controls: 1/2P 8am-6pm). Figure 2

These temporary changes would be implemented on 24 April 2025, and removed following the event on 26 April 2025.

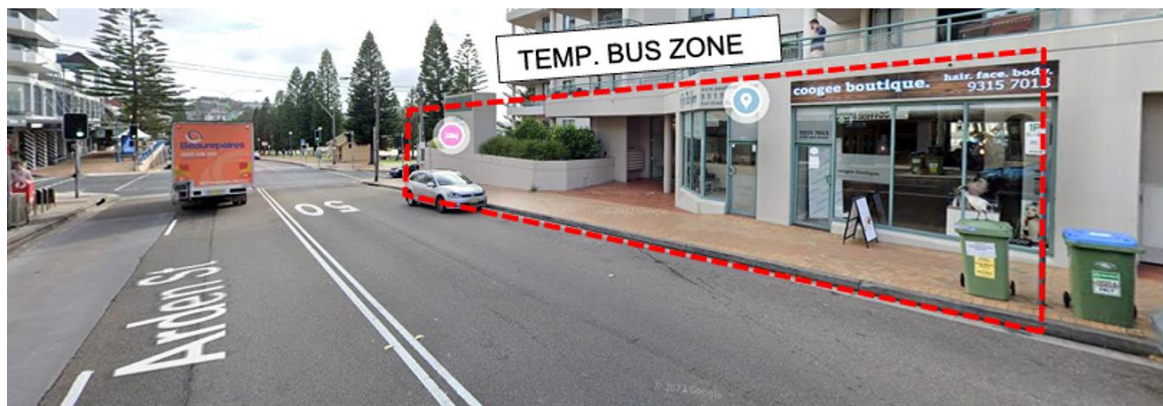


Figure 1: Temporary Bus Zone, Arden St, South of Carr St (on east side)

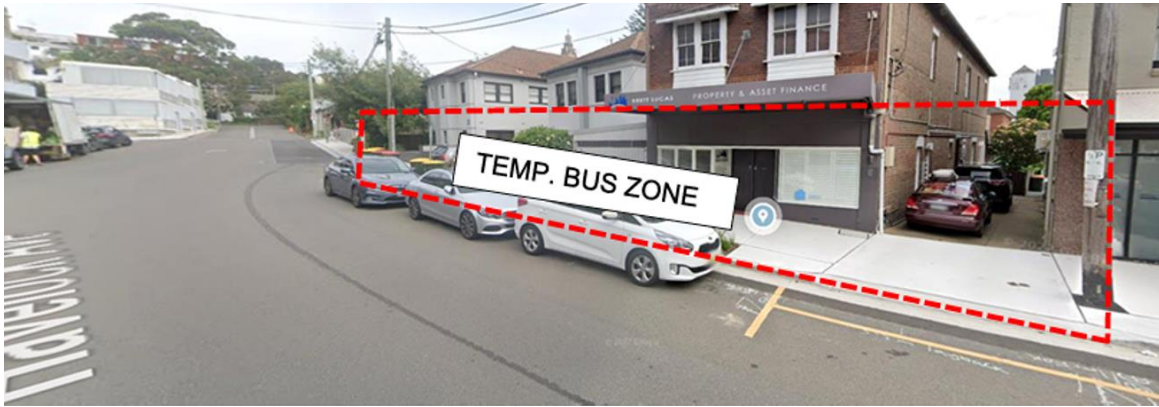


Figure 2: Temporary Bus Zone, Havelock Ave, east of Asher St (on north side)

The proposed bus diversions, as suggested by Transdev (Bus Operator) are as follows:

**Route 313 – Coogee to Bondi Junction via Carrington Road:**

- To Coogee: As normal to Havelock Avenue, terminate last stop and lay-up.
- To Bondi Jn: Commence last stop Havelock Avenue, Left Arden Street, Left Carr Street, then as normal.

**Route 350 – Sydney Airport Domestic to Bondi Junction:**

- To Airport: As normal to Arden St, Right Dolphin St, Left Brook St, Left Carr St, Right Arden St, then as normal.
- To Bondi Jn: As normal to Arden St, Left Carr St, Right Brook St, Right Dolphin St, Left Arden St, then as normal.

**Route 370 – Coogee to Glebe Point:**

- To Coogee: As normal to Coogee Bay Rd, Right Byron St, Left Carr St, Right Havelock Ave, terminate last stop and lay-up.
- To Glebe: Commence last stop Havelock Ave, Left Arden St, Left Carr St, Right Brook St, Left Coogee Bay Rd, then as normal.

**Route 373 – Coogee to City Museum (Loop Service):**

- To Coogee: As normal to Carr St – continue, Right Arden St, Right Havelock Ave, terminate first stop and lay-up.
- To City: Commence first stop Havelock Ave, then as normal.

**Route 374 – Coogee to Central Belmore Park via Bream Street:**

- To Coogee: As normal to Coogee.
- To Central: Arden St, Right Dolphin St, Right Brook St, Left Bream St, then as normal.

All road closures shall be managed under a Transport Management Plan (TMP) and Traffic Control Plans (TCP) prepared and implemented by TfNSW-certified persons. Hostile Vehicle Mitigation (HVM) measures shall also be implemented on the day, in accordance with specialist advice. A TGS has been provided below. A final TMP with TGS details shall be provided to the Technical Sub-Committee for approval prior to the event.



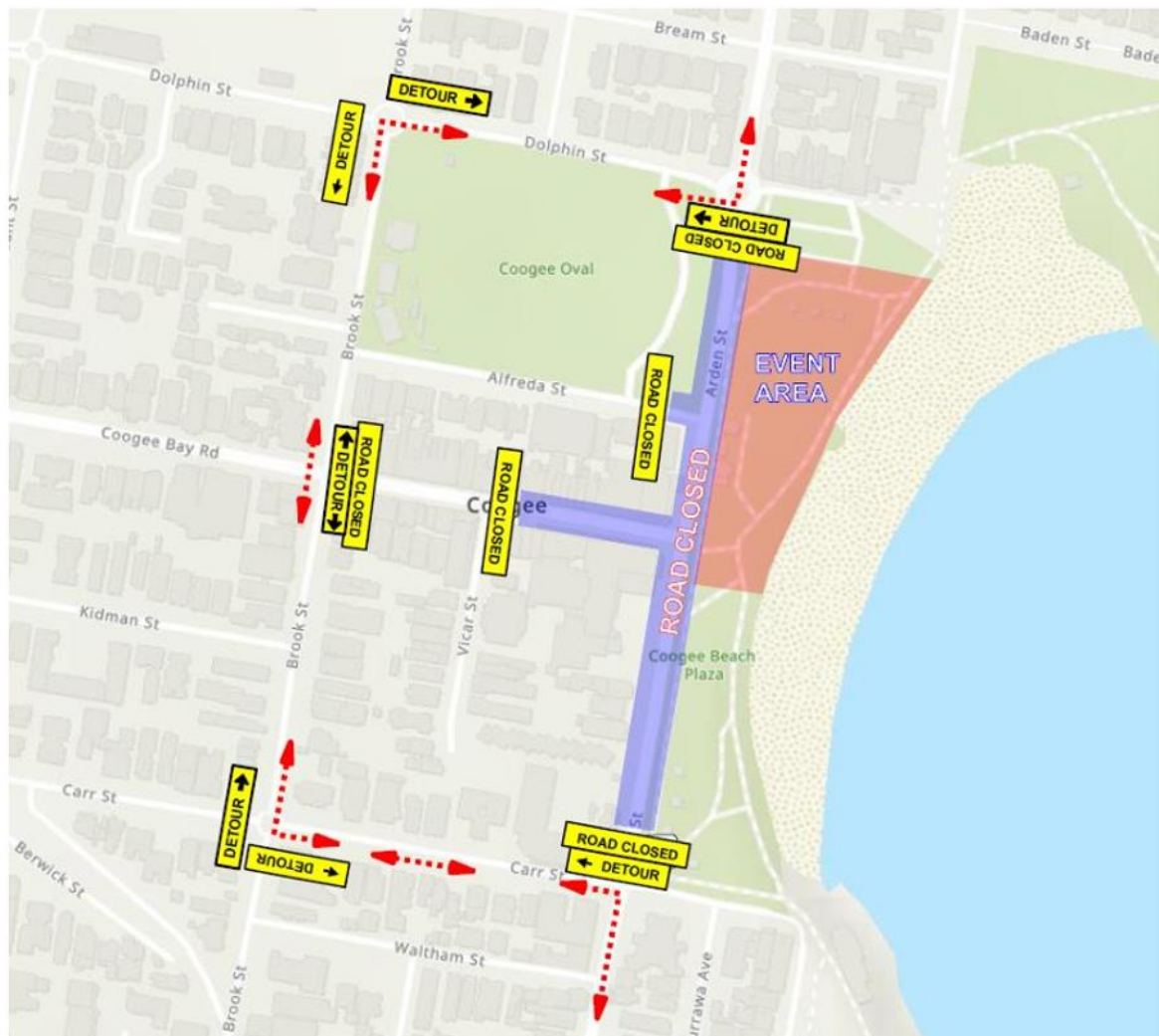


Figure 3: TGS Plan for the Event Road Closures

## Resourcing Strategy implications

Funding is provided by Events budget allocation.

## Recommendation

That, given the TfNSW-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, Arden Street, between Dolphin Street and Carr Street; and Coogee Bay Road, between Brook Street and Arden Street; and Alfreda Street, between Arden Street and Coogee Oval Car Park, be closed temporarily on Friday, 25 April, 2025, from 5:00am to 7:30am, to facilitate the holding of 'Anzac Day Dawn Service at Coogee', subject to the following conditions:

1. Council shall prepare a Traffic Control Plan (TCP) showing the location of barriers, and all traffic control signs/facilities for the concurrence of the Traffic Technical SubCommittee prior to the event;
2. Council shall carry out appropriate community notification prior to the event.
3. The event organisers shall close the streets in accordance with the approval and Traffic Management Plan, unless otherwise directed by Police/authorised City Rangers;
4. The event organisers shall not occupy the carriageway or footway of the road until the road closure has been effected;

5. All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Control Officers engaged by the event organisers;
6. A minimum of 4.0 meters corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
7. All traffic control devices are to be installed in accordance with Australian Standard 1742.3;
8. No fixtures of a permanent nature shall be located on the public way;
9. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants, etc) shall be kept free of any obstructions;
10. All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
11. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;
12. Implement a temporary 'Bus Zone' for 24m on the east side of Arden St, south of the signalised intersection with Carr Street, as per Figure 1, to be reverted post event.
13. Temporarily extend the existing Bus Zone on north side of Havelock Street, near Asher Street by 19.5m to the east as per Figure 2, to be reverted post event.
14. Council officers coordinate with the bus operators' representative to ensure the Bus Zone details meet their requirements.

**Attachment/s:**

Nil

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2025/00425

## Traffic Committee Report No. TC4/25

**Subject: Avoca Street, Randwick (C) - P15 Minutes**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.04	SR672964	Signage Parking	Other (Time Limits or Solutions)	RM	Yes

The Emanuel School at 18-20 Stanley Street, Randwick NSW 2031, has requested the establishment of five 15 minutes drop-off and pick-up zone adjacent to the gate of The Kornmehl Centre Emanuel Pre School, to assist parents/guardians who will deliver/collect their children.

There is currently a school drop-off pick-up zone with the restrictions “No Parking; 7:30am-9:30am, 2:30pm-4pm, School Days” along the school boundary on Avoca Street. Due to high demand of the parking bays inside the Pre School, which is accessed from Chepstow Street, it is suggested to add five “¼P; 7:30am-9:30am, 2:30pm-4pm, School Days” on the western side of Avoca Street, replacing the 30m of existing “No Parking; 7:30am-9:30am, 2:30pm-4pm, School Days”, as illustrated in the figure below.

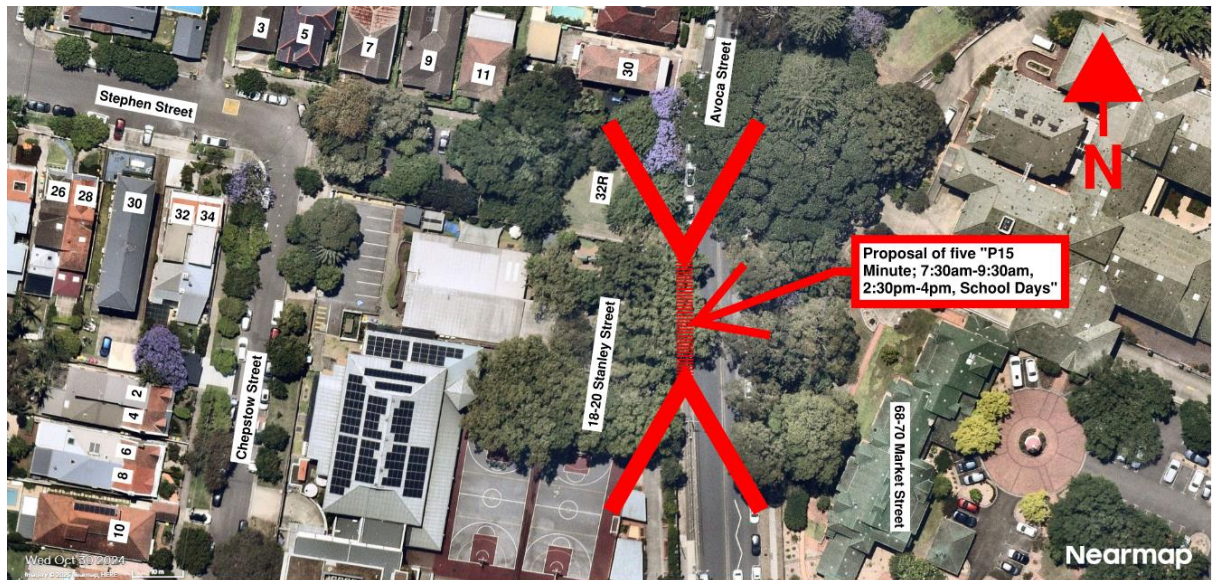


Figure 1: Proposal of five "¼P; 7:30am-9:30am, 2:30pm-4pm, School Days" on Avoca Street

### Resourcing Strategy implications

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

### Recommendation

That five spaces with “¼P; 7:30am-9:30am, 2:30pm-4pm, School Days” restriction on the western side of Avoca Street replace the existing 30m of the “No Parking; 7:30am-9:30am, 2:30pm-4pm, School Days” at the frontage of The Kornmehl Centre Emanuel Pre School gate.

### Attachment/s:

Nil

**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2004/07639

TC4/25



## Traffic Committee Report No. TC5/25

**Subject: Clovelly Road at Fern Street and Mount Street, Clovelly (C)**

<i><b>Index code</b></i>	<i><b>Trim Ref:</b></i>	<i><b>Category</b></i>	<i><b>Sub Category</b></i>	<i><b>By</b></i>	<i><b>AD</b></i>
2025.02.05	D05551605	Intersection	Do Not Queue Across Intersection	DA	Yes

A resident has requested that Keep Clear markings be installed on Clovelly Road, at Fern Street and Mount Street intersection, Clovelly. It has been suggested that motorists travelling north or south along Mount Street or Fern Street wishing to turn right into Clovelly Road regularly have a lengthy wait until there's a break in queued east/west traffic to make the turn.

Traffic observations in the peak period have confirmed that queued traffic often blocks northbound and southbound motorists of Mount Street and Fern Street who wish to turn right into Clovelly Road.

Therefore, it is considered to install 'Do Not Queue Across Intersection' signage in Clovelly Road for eastbound and westbound motorists to improve the traffic flow and safety.

### Resourcing Strategy implications

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

### Recommendation

That a "Do Not Queue Across Intersection" control is signposted at the intersection for motorists travelling eastbound and westbound on Clovelly Road, Clovelly.

### Attachment/s:

Nil

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**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2024/02312



## Traffic Committee Report No. TC6/25

**Subject: Coldstream Street, South Coogee - Through Lane-Use Arrow (C)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.06	SR660194	Linemarking	Other	RM	Yes

A resident has raised concerns about the safety, from a road user and pedestrian perspective, of the intersection of Coldstream Street with Moverly Road, South Coogee. The most recent five years of crash data shows there have been no recorded crashes at the intersection of Coldstream Street and Moverly Road.

The layout of the road confuses some motorists travelling eastbound along Moverly Road when accessing Coldstream Street. It is proposed to markup "Through Lane-Use Arrow" on the northbound lane of Coldstream Street to prevent motorists from Moverly Road travelling towards oncoming traffic and avoiding potential collision with pedestrians crossing.



### Resourcing Strategy implications

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

### Recommendation

That two "Through Lane-Use Arrow" be painted on the northbound lane of Coldstream Street prior to the intersection of Moverly Road, South Coogee.

### Attachment/s:

Nil

**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2008/00334



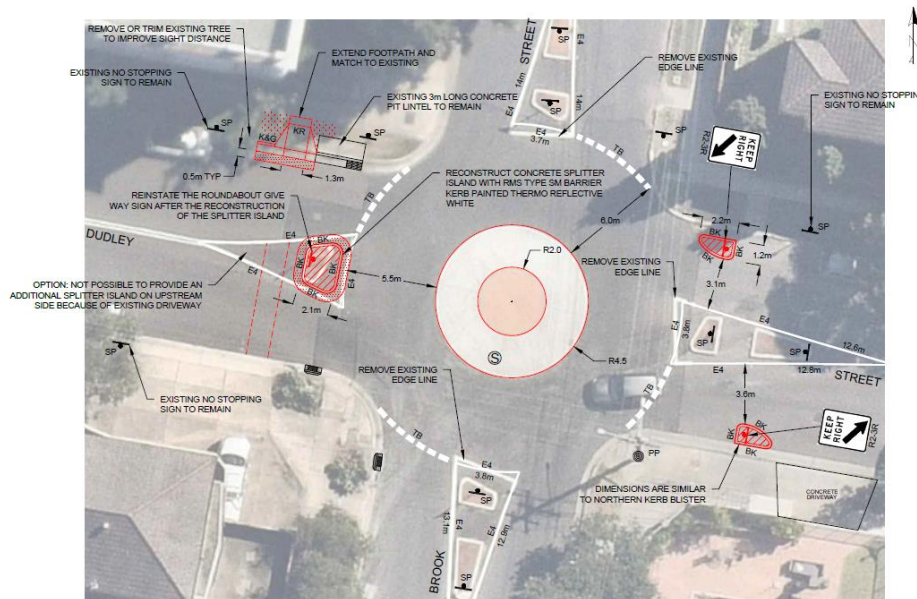
# Traffic Committee Report No. TC7/25

**Subject: Dudley Street and Brook Street, Coogee (C)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.07	F2007/00152	Road Safety	Intersection	AB	Yes

Concerns have been raised regarding the facilities for pedestrians crossing in the vicinity of the roundabout at the intersection of Dudley Street and Brook Street, Coogee

Investigations were undertaken to determine the construction of a new pram ramp at the northern kerb side of the western leg, the reconstruction of the existing median island to improve pedestrian protection, and the construction of two kerb blisters with associated signs and line-marking at the eastern leg to enhance sightlines for people crossing (see design below).



## Resourcing Strategy implications

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

## Recommendation

That:

1. Consultation be undertaken with affected residents regarding the proposed upgrades at the intersection of Dudley Street and Brook Street, Coogee.
2. Subject to no substantial objections being received, this project be included within the future traffic works program for installation.

## Attachment/s:

Nil

**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2007/00152



## Traffic Committee Report No. TC8/25

**Subject: Maud Street, Randwick (C)**

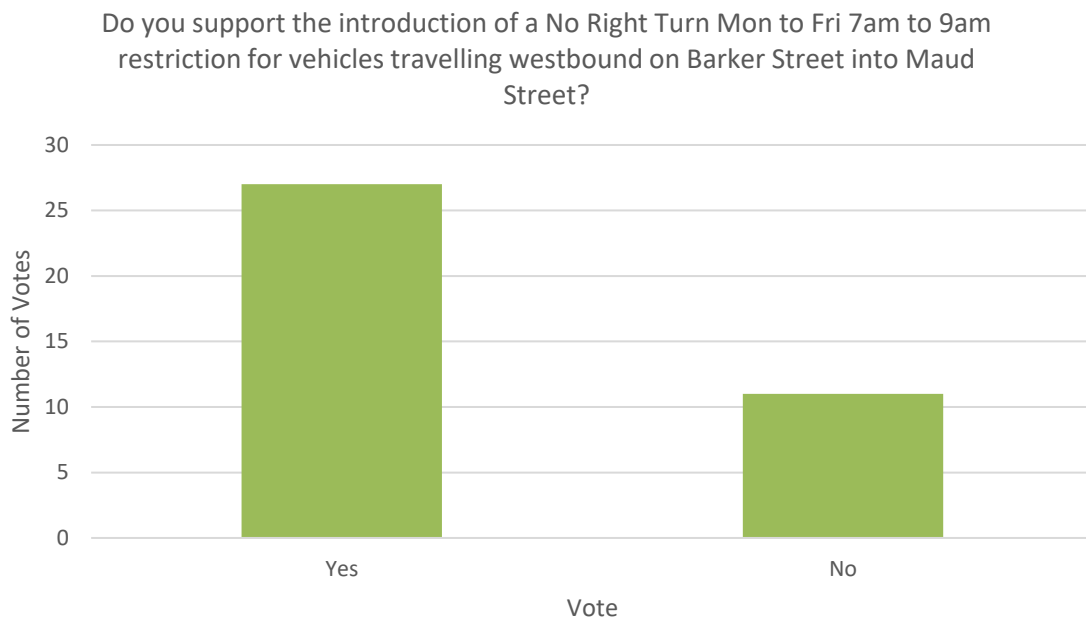
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.08	D05366401	Signage Regulatory	No Right / Left Turn	SW	Yes

A previous item was submitted to the July 2024 meeting of this Committee regarding concerns raised by a resident of Hay Street in Randwick, related to high instances of vehicles rat running to avoid the intersection of Barker Street and Botany Street, creating road safety concerns.

The recommendation of this previous meeting was that a survey be undertaken of residents and businesses of Hay Street and Maud Street to ascertain community opinion regarding the proposal to ban westbound Barker Street motorists from turning right into both Maud and Hay Street between 7:00am-9:00am Monday to Friday.

To assess the matter, Council consulted nearby residents to determine whether they supported the proposed 'No Right Turn Mon-Fri 7am-9am' restriction from Barker Street into Maud Street

The figure below illustrates the results of the feedback received.



**Fig 1: Survey Outcome for Proposed Restriction**

Based on the results, 59% of respondents were in favour of the proposed restrictions. As a result, it is proposed that Council officers prepare a Transport Management Plan for referral to Transport for NSW.

### Resourcing Strategy implications

There are no financial implications arising from this report.

**Recommendation**

That, given the results of the community consultation, a Traffic Management Plan be prepared for referral to Transport for NSW, seeking a 'No Right Turn Mon-Fri 7am-9am' restriction from Barker Street into Maud Street, Randwick.

**Attachment/s:**

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2004/07249

TC8/25



# Traffic Committee Report No. TC9/25

**Subject: Perouse Road / St Pauls Street, Randwick (C)**

TC9/25

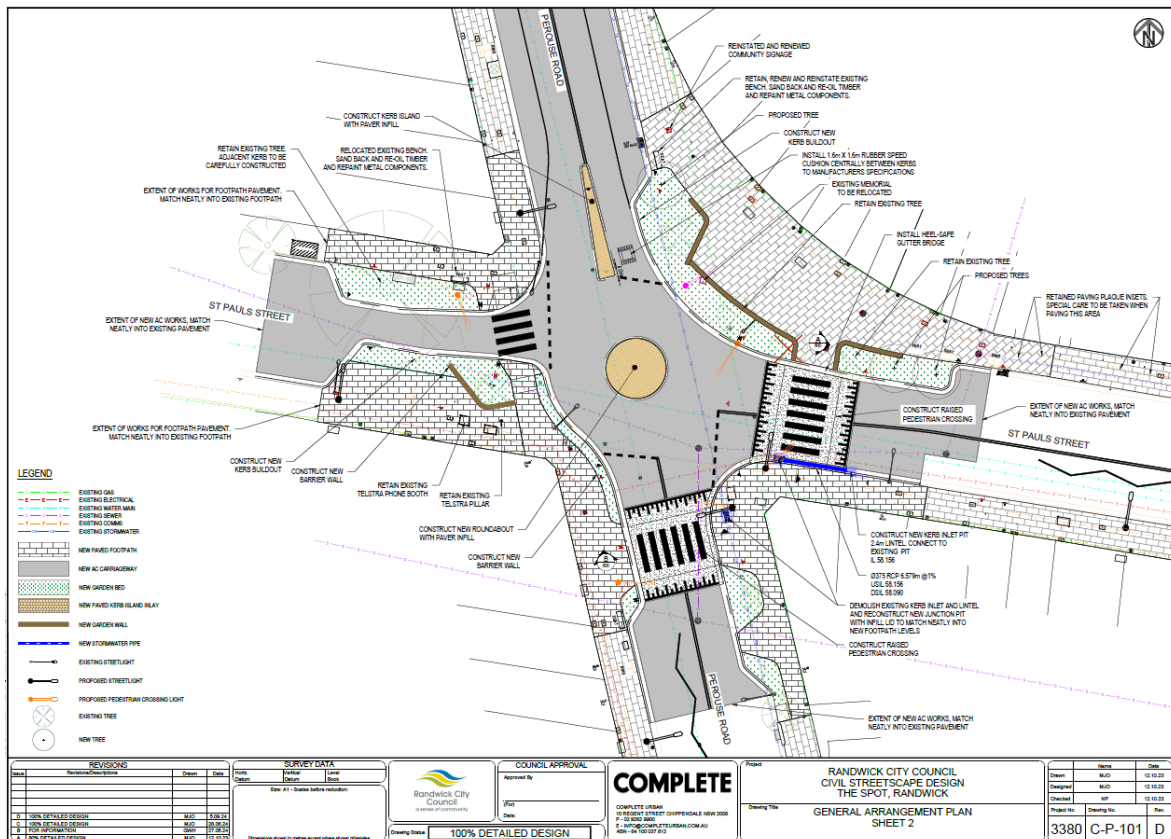
Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.09	F2013/00223	Road Safety	Intersection	AB	Yes

In conjunction with the proposed street upgrade of the area known as The Spot, there are some traffic adjustments planned. The purpose of this report is to seek endorsement of the detail design plan for the construction of two raised pedestrian crossings and a speed cushion, with associated signs and line-marking, at the intersection of Perouse Road and St Pauls Street, Randwick. The report recommends that the design plan C-P101 be endorsed for construction.

Council made a submission through the 2023/24 Australian Government Black Spot Program for the conversion of the existing “at-grade” pedestrian (zebra) crossings at the Perouse Road/St Pauls Street intersection, into raised (wombat) crossings. Additionally, it proposed a Speed Cushion be installed in Perouse Road on the southbound approach to St Pauls Street/Roundabout.

The Council has been informed that its submissions were successful, and that this project has been fully funded to the value of \$272,944, through the Federal Black Spot Program. Additionally, Community Consultation, for the wider area upgrade (including the traffic proposals), is currently in progress and will be concluded by 13 February 2025.

A representation has been received suggesting that an additional wombat crossing also be installed across Perouse Road, to the north of St Pauls Street. The submission suggests that, for reasons of road safety and mobility access, an additional Wombat Crossing should be incorporated into the intersection. This matter was closely examined, and it is considered that an additional Wombat Crossing should be not included within the intersection upgrade.



Plan Number C-P-101

There are two major concerns regarding inclusion of an additional (raised) pedestrian crossing at the subject intersection.

One major concern relates to the subsequent delays to the public transport (bus) function through this vibrant centre. Having an additional crossing will impact significantly upon the running times of buses – causing cumulative delays for the many bus passengers “doing the right thing” by choosing a bus for their transport. When discussing this matter with the local bus operator (Transdev John Holland – TJH) they, too, have expressed strong concerns about being able to maintain timetable reliability if an additional wombat crossing was installed at The Spot.

The other major concern, as raised by the bus operator, relates to the safety of pedestrians/passengers who step out immediately in front of the stopped bus, to utilise the suggested wombat crossing. These pedestrians would be unsighted by southbound motorists – creating a very high risk of vehicle versus pedestrian collisions.

The guidance to Council at this time is to not install an additional pedestrian crossing given the impacts upon public transport and given the very real safety concerns.

With regard to mobility access issues, Randwick City Council’s Disability Inclusion Action Plan focuses on six key priorities arising from the consultation process. One of these is:

- Improved accessibility of commercial centres, recreation areas, streetscapes, open spaces and Beaches.

Council’s civil designers are aiming to ensure that the proposed raised pedestrian (wombat) crossings are all at footpath level, for all pedestrians crossing the road. This will make it very much easier to cross each road as compared to the current arrangement. The designer’s objective is to eliminate the “drop down” into the gutter currently created by the existing, steep, ‘pram-ramps’. The new design will aim to ensure the introduction of easier, priority crossing of the roads for all pedestrians who are either rolling or walking across the wombat crossings.

### **Resourcing Strategy implications**

Funding for this project has been made available through Transport for NSW, from the Federal Government.

### **Recommendation**

That, the Council’s design plan for the two wombat crossings and a speed cushion at / near the intersection of St Pauls Street and Perouse Road, Randwick (RCC Ref: C-P-101 Revision D dated 28/06/24) be endorsed for construction.

### **Attachment/s:**

Nil

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**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2013/00223

## Traffic Committee Report No. TC10/25

**Subject:** Soudan Street, Randwick (C)

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.10	WZ/25/2024	Signage, parking	Works Zone	DA	Yes

A request was received to install a 13m long Works Zone on the south side of Soudan Street, west of Perouse Road for 18-20a Perouse Road to demolish an existing structure and construct a 4-storey shop top housing development.

The following parking restrictions are currently in place:

<b>Soudan Street, southside, west of Perouse Road (Existing)</b>	
0.00 - 10.0m	Mandatory No Stopping
10.0m – 24.0m	Loading Zone, 6:00am-12:30pm, Mon-Fri
24.0m onwards	unrestricted

To facilitate the construction works the following parking restrictions are proposed on the south side of Soudan Street, west of Perouse Road, Randwick.

<b>Soudan Street, southside, west of Perouse Road (Proposed)</b>	
0.00 – 10.0m	No Stopping
10.0m – 18.0m	Loading Zone 6:00am–12:30pm, Mon-Fri
18.0m – 31.0m	Works Zone, 7:00am-5:00pm, Mon-Fri, 8:00am-5:00pm Sat

### Resourcing Strategy implications

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

### Recommendation

That:

1. The parking restrictions proposed for the southern side of Soudan Street, west of Perouse Road (detailed in the above table) are approved for installation.
2. The nearby businesses be informed of the reasons for the temporary parking changes.
3. The original parking controls be reinstated once construction works are completed.

### Attachment/s:

Nil

**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** WZ/25/2024



## Traffic Committee Report No. TC11/25

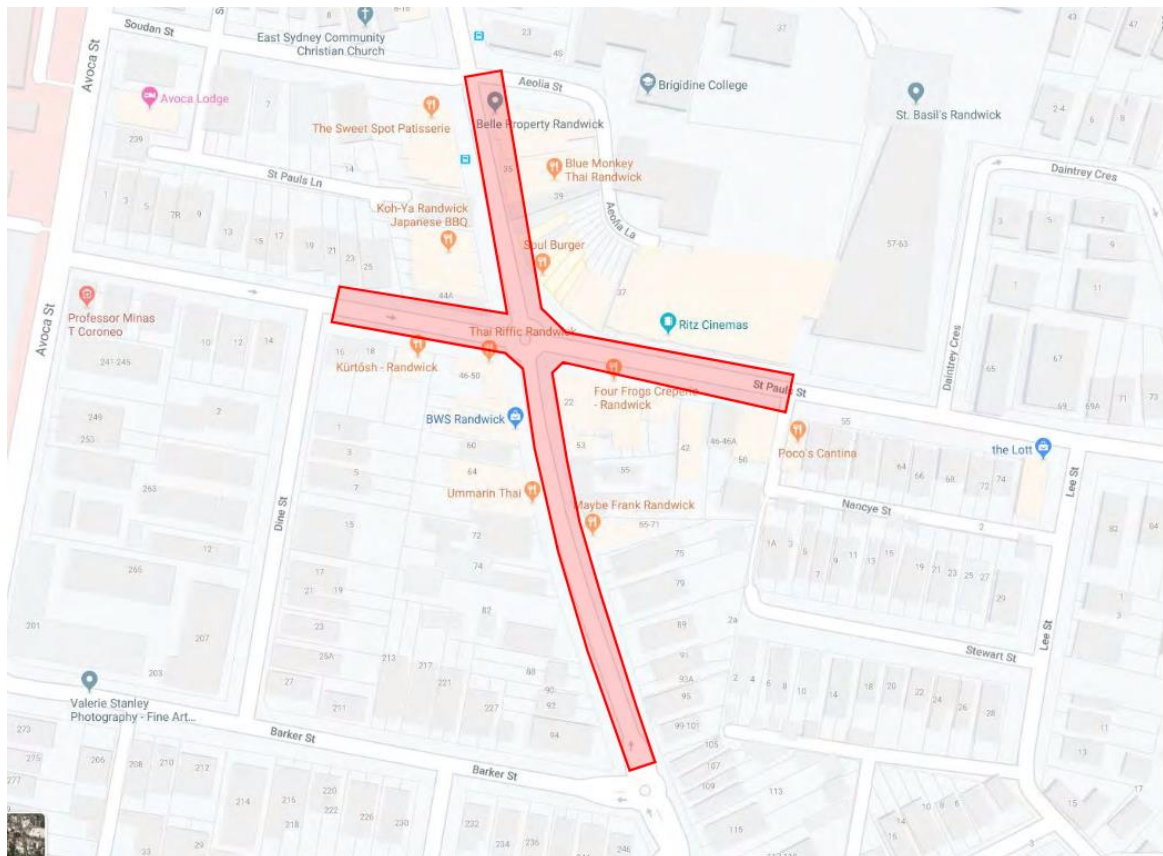
**Subject: St Pauls St / Perouse Rd, Randwick - The Spot Festival 2025 (C)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.11	F2025/00430	Event	Temporary Road Closure	SW	Yes

The annual event known as “The Spot Festival” will be held on Sunday 23 March 2025, requiring the closure of St Pauls Street and Perouse Road, Randwick.

The bus service arrangements, put in place over recent years, are proposed to be implemented, again. A 40m temporary full-time bus stop and bus zone will be established on the eastern side of Perouse Road, south of Barker Street, to replace the existing bus zones located on the western and eastern side of Perouse Road within the road closure.

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



**Figure 1: Location of Event / Road Closure**

### Resourcing Strategy implications

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

### Recommendation

That, given the TfNSW-standard Traffic Management Plan (TMP) approval for temporary closures of local roads, St Paul Street between Nancye Street and Dine St, Randwick; and Perouse Road,

between Soudan Street and Barker Street, Randwick, be closed on Sunday, 23 March, 2025, from 4:00am to 11:59pm, to facilitate the holding of 'The Spot Festival 2025', subject to the following condition:

1. Council shall obtain a Traffic Guidance Scheme (TGS) showing the location of barriers, and all traffic control signs/facilities for the concurrence of the Traffic Committee prior to the event.
2. Council shall carry out letterbox drops to all affected tenants and occupants in the closed streets, at least one week prior to the commencement of the road closures, and appropriately resolve, all representations made by the affected tenants and occupants;
3. The event organisers shall close the streets in accordance with the approval and Traffic Management Plan, unless otherwise directed by Police/authorised City Rangers;
4. The event organisers shall not occupy the carriageway or footway of the road until the road closure has been effected;
5. All barricades and necessary signposting shall be provided by the organisers and maintained during the period of the closure by authorised Traffic Control Officers engaged by the event organisers;
6. A minimum of 4.0 metre corridor for use of emergency vehicles shall be maintained within the areas of the proposed closure;
7. All traffic control devices are to be installed in accordance with Australian Standard 1742.3;
8. No fixtures of a permanent nature shall be located on the public way;
9. At all times, access to adjoining premises in the proposed street closures shall be maintained to the satisfaction of the Emergency Services. All services (fire hydrants, etc) shall be kept free of any obstructions;
10. All emergency services (Police, Fire Brigade and Ambulance) shall be advised of the proposed temporary road closures;
11. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the streets to traffic;
12. A temporary 40m Bus Zone be installed on both the eastern and western side of Perouse Road, just south of Barker Street, Randwick, within a reciprocal Bus Zone on the opposite side of Perouse Road, for that day and be removed after the event;
13. The existing part-time Bus Zone located on the northern and southern side of Coogee Bay Road, be replaced with a full-time Bus Zone, for the duration of the event with the part-time Bus Zone being re-installed after the event; and
14. Council officers meet the bus operators' representative onsite to ensure the Bus Zone details meet their requirements.

**Attachment/s:**

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2025/00430



## Traffic Committee Report No. TC12/25

**Subject: Bundock Street and Sturt Street, Kingsford (H)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.12	D04968233	Traffic Device	Refuge	SW	Yes

A Traffic Management Plan (TMP) has previously been submitted to TfNSW relating to proposed 'No Right Turns' controls at both the Bundock Street and the Sturt Street intersections with Avoca Street, Randwick. These restrictions are being sought to support an interim measure of pedestrian refuges at these intersections, to address concerns about pedestrian safety.

It is noted the implementation of traffic control signals, at this intricate offset intersection, is an integral component of the South Coogee to Kingsford Walking and Cycling Improvements Project (SC2K). The Council successfully applied for \$2 million of state government funding to implement the traffic signals (with full pedestrian access) under the NSW Active Program 2023-2024. Significant complex design works are underway with regard to the proposed traffic signals.

Given that the interim arrangement, for the installation of temporary pedestrian refuges at this intersection, will require right turn bans from the side streets, TfNSW guided the Council to undertake community consultation regarding the interim proposal.

Following the consultation process, Council officers have reviewed the feedback received and can advise that no significant concerns were raised. There were some concerns about the potential of diverted traffic impacting upon Jellico Avenue or Bundock Lane. These two streets run parallel to the streets with the proposed turn restriction.

Council's traffic data at the intersection of Bundock Street and Avoca Street and the intersection of Sturt Street and Avoca Street showed that only a small handful of vehicles currently turn right at these intersections. Therefore, the number of potential vehicles that may be diverted through these parallel side streets is expected to be minor.

However, in order to better understand the possible impact of these proposed traffic changes, the Council undertook volume / speed data traffic counts and intersection surveys of both Bundock Lane and Jellico Avenue. This provides the Council with baseline data for comparison with any changes reported within these streets.

### Resourcing Strategy implications

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

### Recommendation

That, given the satisfactory results of the community consultation:

- a) The results of the consultation be provided to Transport for NSW, and
- b) Transport for NSW be requested to endorse the previously submitted Traffic Management Plan, so that the interim pedestrian refuges proposed in Sturt Street at Avoca Street and in Bundock Street at Avoca Street, can be installed as soon as possible.

### Attachment/s:

Nil

**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2005/00825





# Traffic Committee Report No. TC13/25

**Subject: Gardeners Road, Kingsford - Greek Easter (H)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.13	D05575267	Event	Road Closure Temporary	AB	Yes

During the annual Greek Orthodox Easter celebrations at St Spyridon’s Church on Gardeners Road, Kingsford (east of Doncaster Avenue), up to 5,000 attendees are expected to assemble outside the Church, on Gardeners Road.

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

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

The closure times are:

1. Friday, 18 April 2025, 8:00pm to 10:30pm. A Transport for NSW Traffic Emergency Patrol vehicle will be on-site from approximately 7:30pm to 10:30pm.
2. Saturday, 19 April 2025, 11:00pm to Sunday, 16 April 2023, 1:30am. A Transport for NSW Traffic Emergency Patrol vehicle will be on-site from approximately 10:00pm to 1:30am.

The closures are shown in the following diagrams:

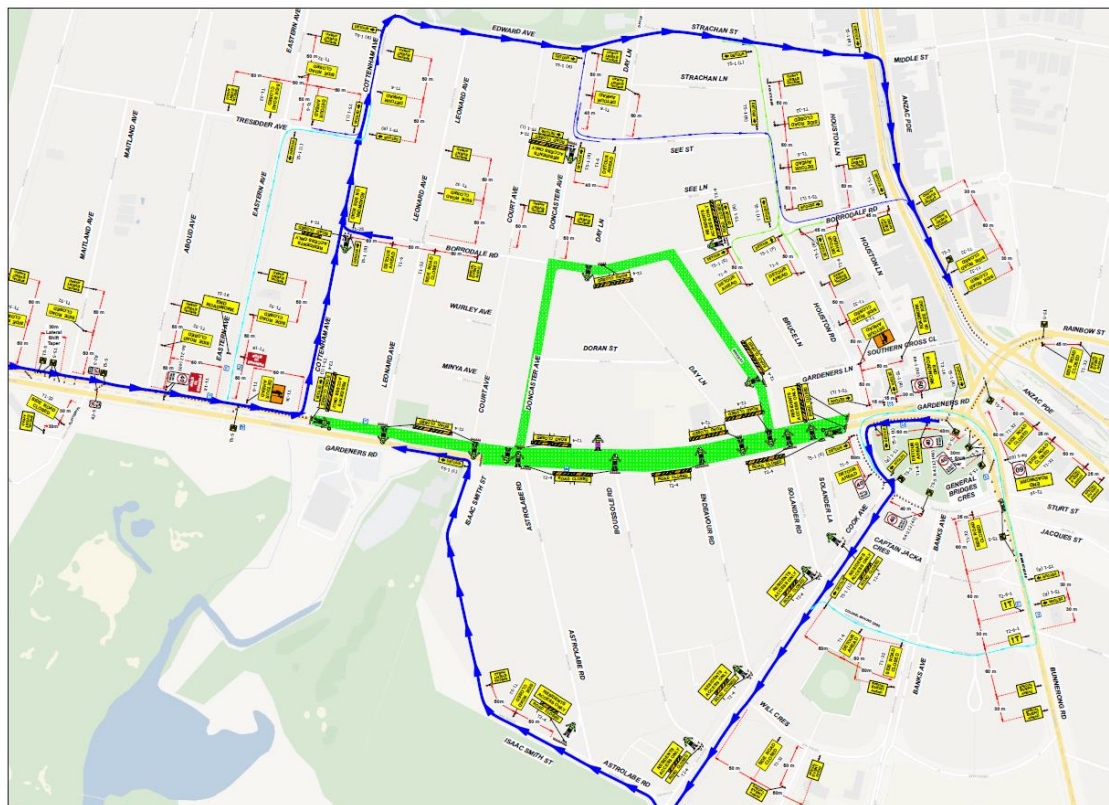


Figure 1: Night work, Friday and Saturday, 18 and 19 April 2025.

## Resourcing Strategy implications

There are no financial implications arising from this report.

## 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 liaises with the Transport for NSW's Transport Management Centre regarding this event to obtain Road Occupancy Licence (ROL), as soon as possible.
4. The CBD Coordination Office - Traffic Management Centre - be informed of this event.
5. The applicant ensures that the required traffic control equipment is provided and delivered onsite for the use of the Police.
6. The proponents of this event be requested to also inform locals that, as a result of the event, there will be some limited bus movements along some local streets; and
7. That, as a matter of courtesy, Bayside Council, be informed of the proposed arrangements.

## Attachment/s:

Nil

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**Responsible officer:** Anthony Baradhy, Transport Engineer

**File Reference:** F2004/07160

## Traffic Committee Report No. TC14/25

**Subject: Lenthall Street, Kensington (H) - Load Limit**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.14	SR 720958	Signage Regulatory	Load Limit	AL	Yes

At its Ordinary Meeting, held on 27 June 2023 Council resolved:

**RESOLUTION: (Luxford / Hay)** that Council investigate installing 2 Tonne limit signage (buses excluded) at Todman Avenue, Lenthall Street and Epsom Road and identify the enforcement options including any penalties.

This report addresses this Council resolution.

### Todman Avenue

Todman Avenue is a wide road (20.7m) and is operating as a major collector road. Its primary function is to carry through traffic between two state roads (Anzac Parade & South Dowling Street). There is not an efficient alternative to this route for drivers, particularly for those coming from and to O'Dea Avenue. Given its important collector road function and its width characteristics, it is not deemed appropriate for Todman Avenue to be the subject of a load limit.

### Lenthall Street

At its Ordinary Meeting, held on 21 February 1995, the Council resolved:

**RESOLUTION: (Schick / Mayor Bastic)** that Council proceed with the necessary steps to introduce Light Traffic signposting in Lenthall Street, Kensington, as a matter of great urgency.

Accordingly, in mid-1995, following the requisite advertising and consultation processes, the Traffic Committee endorsed the introduction of a 2 tonne load limit upon the full length of Lenthall Street. This was despite repeated advice from Sergeant Shearer, the Police representative of the time, who stated "That if the proposal were to be implemented, enforcement of the restriction by the Police could be difficult" (see following comments from Manager Ranger Services).

It is understood that the "No Trucks – 2t and Over" traffic control was subsequently signposted along Lenthall Street from late 1995.

### **Suitability of a 2 Tonne Limit**

While the intent of restricting heavy vehicle access to Lenthall Street is understood, a 2 Tonne limit poses significant challenges. Many popular private vehicles, including SUVs and utes, exceed this limit (e.g., Toyota Land Cruiser at 2.58t, Range Rover at 2.38t). Restricting access to private vehicles of this nature could result in widespread public dissatisfaction, significant backlash, and reputational risk for Council. Also, selective choosing of only certain vehicles (trucks) over 2 tonne may be perceived as discrimination in enforcement. A more appropriate limit would be 4.5 tonnes, which aligns with the traditional definition of 'heavy vehicles'.

The actual offence would be issued under s104 (1) of the Road Rules 2014. The Fine amount is \$320 and the Maximum penalty—20 penalty units.

Enforcing any weight limit, particularly a 2 Tonne limit, presents considerable challenges:

- **Public Perception and Risk:** Targeting private vehicles such as those mentioned above could be seen as overzealous enforcement and may be met with significant public backlash resulting in reputational risk to Council, while selectively enforcing the 2t limit for traditional heavy vehicles may leave us open to allegations of discrimination and selective enforcement.

- **Operational Capacity:** Currently, only two officers within our team hold the necessary authorisations from Transport for NSW (TfNSW) to conduct heavy vehicle enforcement.

- **Traffic Management Requirements:** Heavy vehicle enforcement requires resource-intensive measures, including specific traffic control procedures, magenta/crimson light bars, and a clear 50m stretch of road to safely pull over vehicles. Site assessments indicate that these conditions would be difficult to achieve without compromising safety (of staff and the general public), disrupting traffic flows or impacting residential parking needs.

Given these considerations, it may be beneficial to explore alternative approaches to the Council managing heavy vehicle enforcement. It is considered that approaches should be made to TfNSW and to NSW Police seeking their assistance with regard to the enforcement of a 4.5 tonne load limit along Lenthall Street.

**Epsom Road**

Although Epsom Road is located wholly within the boundaries of the City of Sydney LGA, the City of Sydney agreed (in the past) for warning signage to be erected near the Link Road roundabout, warning eastbound motorists of the load limit ahead; in Lenthall Street. This signage remains in place currently.

Small rigid vehicles (SRVs), such as bogie trucks, typically weigh around 4.5 tons and measure 6.4 metres in length. As SRVs are considered the smallest type of truck, it is recommended that the existing Lenthall Street load limit be modified to a “No Trucks” prohibition in accordance with NSW Road Rule s104. This load limit would then apply to all truck drivers - except for trucks undertaking bona fide deliveries in an area when there is no alternate route. Note that the drivers of buses are also exempt.

The photos below illustrate the existing sign and the proposed replacement for Lenthall Street.



Existing



Proposed

**Resourcing Strategy implications**

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

**Recommendation**

That:

- a) A Transport Management Plan (TMP) be submitted to TfNSW seeking to modify the existing load limit along Lenthall Street to a 4.5 tonne limit,
- b) If the TMP is endorsed by TfNSW the appropriate signage be installed, and
- c) Once signage is installed, Council approach TfNSW and NSW Police seeking their support for enforcement of the Load Limit.

**Attachment/s:**

Nil

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**Responsible officer:** Amir Lahouti, Transport Engineer

**File Reference:** F2012/00032





## Traffic Committee Report No. TC15/25

**Subject: Barwon Crescent and Gwydir Avenue, Matraville (M)**

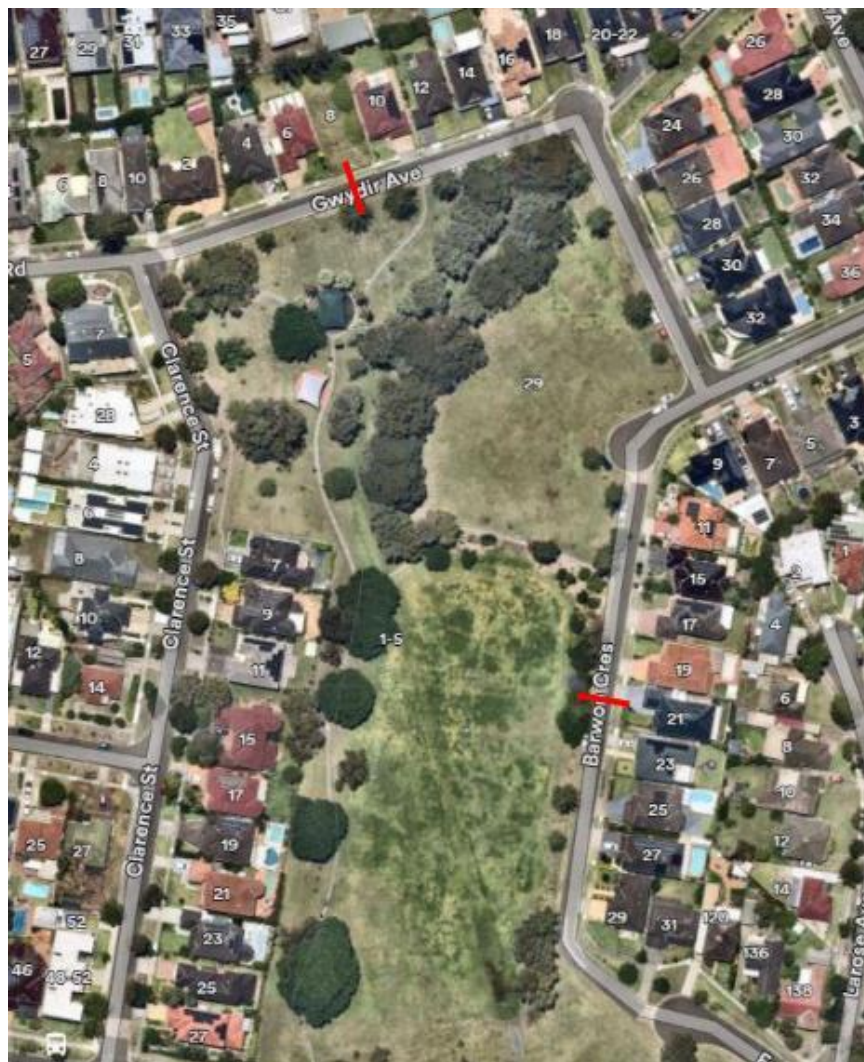
<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.15	D05524812	Road Safety	Speeding	SW	Yes

Concerns have been raised from a resident of Barwon Crescent in Matraville, regarding incidences of vehicles speeding.

Barwon Crescent is a two-way local road in the area of concern and is approximately 6.3m wide. It runs southeast to northwest between Barwon Crescent in the southeast and Clarence Street in the northwest.

Similarly, the nearby Gwydir Avenue is a two-way local road, approximately 6.3m wide. It runs southeast to northwest between Barwon Crescent in the southeast and Clarence Street in the northwest.

Traffic counts were undertaken on 30 November 2024 for a seven-day period on both of these roads to determine the extent of the speeding issue and whether additional traffic calming measures were appropriate for these streets. The counts were installed at the location shown in the following image.



**Fig 1: Traffic Survey Locations**

Barwon Crescent,- in front of 21 Barwon Crescent			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	233	122	111
		7 Day Average	219	114	105
Weekday	AM	8:00	15	8	6
Peak hour starts	PM	17:00	24	14	10
Speeds: (Km/h)		85th Percentile	44.7	43.2	45.9
		Average	34.6	33.2	36.2
Speed %:		% of vehicles > 50 km/h	4.82%	3.37%	6.41%
		% of vehicles > 60 km/h	0.52%	0.50%	0.55%
Classification % :		Commercial Vehicles (class 3-12)%	6%	7%	3%

Table 1: Analysis of Traffic Count data – Barwon Crescent

Gwydir Avenue,- in front of 8 Gwydir Avenue			Direction of Travel		
			Combined	Northbound	Southbound
Traffic Volume: (Vehicles/Day)		Weekdays Average	297	156	141
		7 Day Average	283	150	133
Weekday	AM	8:00	20	10	10
Peak hour starts	PM	17:00	27	14	12
Speeds: (Km/h)		85th Percentile	42.3	43.5	41.4
		Average	33.8	34.4	33.2
Speed %:		% of vehicles > 50 km/h	2.67%	3.61%	1.61%
		% of vehicles > 60 km/h	0.35%	0.28%	0.43%
Classification % :		Commercial Vehicles (class 3-12)%	6%	7%	5%

Table 2: Analysis of Traffic Count data – Gwydir Avenue

The data highlights that the average daily traffic volumes are typical of such locations within the urban environment and that the majority of motorists (85%) are travelling well below the default local speed limit of 50km/h.

An analysis of crash data from the last 5 years (2019-2023) shows that there have been no reported crashes on Barwon Crescent or Gwydir Avenue. As there are no existing mid-block crashes recorded in the last five (5) years on these streets, and as most motorists are travelling well below the 50 km/h speed limit, the provision of additional traffic calming measures is not recommended.

To manage the small percentage of vehicles that are speeding, it is considered that the NSW Police be requested to undertake speed enforcement on Barwon Crescent and Gwydir Avenue. The Council will provide the Police with the relevant traffic count survey, so that their resources can be appropriately deployed.



## Resourcing Strategy implications

There are no financial implications arising from this report.

## Recommendation

That:

- a) The results of the traffic surveys for Barwon Crescent and Gwydir Avenue, undertaken 30 November 2024, be noted,
- b) The local Highway Patrol be provided with Council's traffic / speeding data and be requested to consider speed enforcement along Barwon Crescent and Gwydir Avenue, and
- c) The person raising concerns about this matter be informed of the results of the survey and of Council's proposed actions.

## Attachment/s:

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2006/00101



## Traffic Committee Report No. TC16/25

**Subject: Chapman Avenue, Duncan Street, Fenton Avenue, Hereward Street, Marine Parade, Maroubra Road, McKeon Street and Mount Street – Resident Parking Scheme, Maroubra (MB1)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.16	ITD	Signage, Parking	2P Resident Parking	RM	Yes

A desktop review has been undertaken of the number of resident parking spaces against the number of permits issued for the existing resident parking zones in Chapman Avenue, Duncan Street, Fenton Avenue, Hereward Street, Marine Parade, Maroubra Road, McKeon Street and Mount Street, Maroubra, which is part of the MB1 Area.

The review revealed that there is a slight disparity between the number of resident parking spaces available in Beaumont Avenue, Bond Street, Chapman Avenue, Duncan Street, Fenton Avenue, Hereward Street, Marine Parade, Maroubra Road and McKeon Street, and the number of resident permit holders. Therefore, it is proposed that an additional thirty resident parking spaces be installed, as detailed in the following table:

Desktop Analysis of Permits Issued vs RPS zone in MB1 Area				
Area Code	Street	No. of existing permits	No. of existing resident parking spaces	Recommendation
MB1	Beaumont Avenue	0	4	No change.
MB1	Bond Street	0	2	No change.
MB1	Chapman Avenue	1	0	No change. Permit holder may park on Fenton Avenue.
MB1	Duncan Street	1	0	No change. Permit holder may park on adjacent streets such as Hereward Street.
MB1	Fenton Avenue	1	7	No change.
MB1	Hereward Street	50	42	<ul style="list-style-type: none"> <li>• Install a total of eight additional resident parking spaces.</li> <li>• Extend the existing resident parking zones by 4 spaces on the southern side of Hereward Street starting at the eastern property boundary of 11 Hereward Street and continue 27m east, terminating on the western boundary of 7 Hereward Street.</li> <li>• Extend the existing resident parking zones by 2 spaces on the southern side of Hereward Street starting at the eastern property boundary of 15 Hereward Street and continue 12m west, terminating immediate east of the driveway of 17 Hereward Street.</li> <li>• Install additional 2 resident parking spaces at the frontage of 21-23 Hereward Street.</li> </ul>

## Desktop Analysis of Permits Issued vs RPS zone in MB1 Area

Area Code	Street	No. of existing permits	No. of existing resident parking spaces	Recommendation
MB1	Marine Parade	9	7	Install one additional resident parking spaces at the frontage of 156 Marine Parade.
MB1	Maroubra Road	1	0	No change. Permit holder may park on adjacent streets such as Hereward Street and Marine Parade.
MB1	McKeon Street	9	0	Install 9 resident parking spaces at the frontages of 19 to 31-33 McKeon Street.

**Resourcing Strategy implications**

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

**Recommendation**

That:

- Four resident parking spaces "2P 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area MB1" be installed upon the southern side of Hereward Street starting from the eastern property boundary of 11 Hereward Street, Maroubra, and extending 27m easterly.
- Two resident parking spaces "2P 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area MB1" be installed on the southern side of Hereward Street starting from the eastern property boundary of 15 Hereward Street, Maroubra and continuing down 12m west.
- Two resident parking spaces "2P 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area MB1" be installed on the southern side of Hereward Street, at the frontage of 21-23 Hereward Street, Maroubra.
- One resident parking space "2P 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area MB1" be installed upon the northern side of Marine Parade, at the frontage of 156 Marine Parade, Maroubra.
- Nine resident parking spaces "2P 8:00am-8:00pm, Mon-Sun, Permits Holders Excepted, Area MB1" be installed upon the eastern side of McKeon Street starting 6m south of the northern property boundary of 19 McKeon Street, Maroubra, and extending 60m south, at the frontages of 19 to 31-33 McKeon Street, Maroubra; and
- The affected residents be notified of the proposed changes before the signage installation.

**Attachment/s:**

Nil

**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2022/00037

## Traffic Committee Report No. TC17/25

**Subject: Daunt Avenue, Matraville - Speeding Concerns (M)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.17	D05496594	Road Safety	Speeding	DV	Yes

Residents of Daunt Avenue, Matraville, between Stewart Street and Poulet Street, have expressed concerns regarding road safety and instances of vehicles speeding through the street.

Daunt Avenue is a two-way local road, measuring 8.3m in width at the area of concern. It extends east to west from Bunnerong Road in the west to Combles Parade and Knowles Avenue in the east. Traffic counts were conducted over a seven-day period, commencing on 30 November 2024, to assess the extent of the speeding issue. The counts were installed at the frontages of Nos. 23 and 16 Daunt Avenue, as illustrated in the image below.



Figure 1: Traffic Survey Location

Daunt Avenue, Matrville (between Poulet Street and Combes Parade / Knowles Avenue)		Direction of Travel			
		Combined	Eastbound	Westbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	4385	1969	2416
		7 Day Average	4269	1,936	2333
		7 Day Average > 60 km/h	23	12	11
Weekday	AM	08:00	<b>365</b>	<b>123</b>	<b>243</b>
Peak hour starts	PM	16:00	<b>426</b>	<b>159</b>	<b>267</b>
Speeds: (km/h)		85 <sup>th</sup> Percentile	<b>46.1</b>	<b>45.4</b>	<b>46.7</b>
		Average	37.3	37.3	37.2
Speed %:		% of vehicles > 50 km/h	6.78%	5.74%	7.65%
		% of vehicles > 60 km/h	0.53%	0.60%	0.48%
Classification %:		Light Vehicles up to 5.5m	95.53%	95.95%	95.18%

Table 1: Analysis of Traffic Count data

The traffic survey undertaken on 30 of November 2024 indicate that the speed of motorists travelling along Daunt Avenue are typical for such a location. Previously, a similar 7-day traffic count was conducted at the frontage of Nos. 51 and 52 on 23 of February 2024 (refer to TC59/24), which also recorded typical speeds along Daunt Avenue. At this stage it is considered appropriate to request the Police to consider speed enforcement along the street.

### Resourcing Strategy implications

There are no financial implications arising from this report.

### Recommendation

That:

1. The results of the traffic surveys for Daunt Avenue, Matrville, undertaken in November 2024, be noted;
2. A request be submitted to the Police for them to consider speed enforcement along Daunt Avenue; and
3. The person raising concerns about this matter be informed of the results.

### Attachment/s:

Nil

**Responsible officer:** Daniel Vukovic, Student Transport Engineer

**File Reference:** F2006/00101

## Traffic Committee Report No. TC18/25

**Subject: Galvin Street, Maroubra**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.18	D05136162	Road Safety	Intersection Improvements	TL	Yes

Amongst the community in Galvin Street, west of Flower Street, there are some strongly held differing views about how the Galvin Street traffic and parking arrangements should be managed.

On 12 December, 2023, following concerns having been raised by some Galvin Street residents, the Traffic Committee recommended the signposting of two parking controls upon the southern side of Galvin Street, west of Flower Street, Maroubra:

1. The 10m statutory No Stopping prohibition, and
2. A 20m length of No Parking restriction westerly from the statutory No Stopping prohibition.

In March 2024, the Council received representations from a separate local resident who expressed concerns about the extensive length of No Parking proposed. Subsequently, the matter was again put to the Traffic Committee (on 9 April, 2024) and the recommendation that the length of No Parking proposed for the southern side of Galvin Street, be reduced to 9 metres in length, was endorsed. It is understood that this signage arrangement was implemented in June 2024.

Since that time, strong concerns have again been raised by the initial residents who consider that road safety is significantly compromised as a result of the retention of the two car parking spaces on the southern side of the street, west of Flower Street.

It should be noted that, within the most recent five years of available data, there have been no reported crashes along this part of Galvin Street.

Given the mixed views within the area it was considered appropriate to survey local residents to seek their opinions on the matter. A 'face to face' interview survey of premises with a frontage to Galvin Street, between Cooper and Flower Streets, was undertaken on Wednesday 13 November, 2024. The results of the survey indicated that the majority of respondents were not in favour of retaining the current parking arrangements. A report on this matter was submitted for the consideration of the Traffic Committee at its meeting in December 2024. However, a request for the deferral of this matter was submitted to the Traffic Committee, by Councillor Gordon. Accordingly, the matter was deferred and is now again before the Committee.

The initial residents have since gotten in touch with a number of Councillors, Council's General Manager and others, and have advised that the "the Galvin St residents are shocked and astounded at this deferral". They referred to previous letters and to a petition submitted regarding this matter. The petition was signed by 35 persons, 20 of them were Galvin Street residents from 16 separate properties. These residents have provided a lengthy submission in favour of eliminating the two parking spaces. They state that "This issue has ALWAYS been about safety into and out of Galvin St, accessibility and avoiding hazardous scenarios every time pedestrians and vehicles have to navigate the entrance to Galvin Street".

The other residents, who would like the two parking spaces to remain, have also provided the Council with a lengthy submission. They have strong concerns about the validity of the Council's resident survey and state "We believe that neither the Council nor the Committee can make a prudent determination based on that data in isolation." Additionally, they submit that "The removal of parking spaces will disproportionately affect many people not surveyed, including residents of Flower St and Boyce Rd, as well as local business owners, their staff and customers." These residents have asked that consideration be given to a 12-month trial of a category 2 Shared Zone in the narrow section of Galvin Street.

The western end of Galvin Street is a cul-de-sac. There is no through traffic component travelling along this street. And the traffic and parking conditions in the section of Galvin Street, just west of

Flower Street (being a narrow lane with no footpath and with parking on one side), are not uncommon within the Randwick LGA. There are many such 'back lanes' where passage along a two-way lane is often compromised by parked cars. A real benefit of such arrangements is that the speed of traffic along these lanes is constrained – given the effective width. Removing the parking near Flower Street will likely result in increased speed of vehicles travelling along this street.

TC18/25

Galvin Street, west of Flower Street, Maroubra VEHICLE DATA		Direction of Travel			
		Both directions	Eastbound	Westbound	
Traffic Volume: (Vehicles/Day)		Weekdays Average	271	135	136
		7 Day Average	264	131	132
Weekday Peak hour start	AM	08:00	26	15	11
	PM	05:00	29	11	18
Speeds: (km/h)		85th Percentile	31.6	32.1	31.1
		Average	24.8	25.0	24.7

Traffic Count Data for Galvin Street, west of Flower Street undertaken 31 August 2024

Galvin Street, west of Flower Street, Maroubra PEDESTRIAN DATA Video Count undertaken Saturday 23 November 2024		Direction of Travel			
		Both directions	Eastbound	Westbound	
Vehicle Volume		Total count	178	93	85
Peak Hour Start	AM	8:15 to 9:15am	21	14	7
	PM	12:15pm to 1:15pm	30	20	10
Pedestrian Volume		Total count	69	32	37
Peak hour start	AM	8:15 to 9:15am	6	2	4
	PM	12:15pm to 1:15pm	9	4	5

Galvin Street, west of Flower Street, Maroubra PEDESTRIAN DATA Video Count undertaken Thursday 21 November 2024		Direction of Travel			
		Both directions	Eastbound	Westbound	
Vehicle Volume		Total count	180	85	95
Peak Hour Start	AM	10:15 to 11:15am	27	12	15
	PM	12:15pm to 1:15pm	24	15	9
Pedestrian Volume		Total count	56	28	28
Peak hour start	AM	10:15 to 11:15am	4	2	2
	PM	12:15pm to 1:15pm	3	3	0

The data above shows clearly that there are only very low traffic volumes in Galvin Street, and that speeds are very low as well. It also shows minimal pedestrian movements along the street.

Shared Zones

It has been suggested that the Council undertake a 12-month trial of a shared zone in this part of Galvin Street. The following information was obtained from the TfNSW website entitled "[NSW Speed Zoning Standard](#)":



"A shared zone is a road or network of roads where pedestrians have priority over vehicles. All shared zones in NSW shall display a speed limit of 10 km/h.

There are two different categories of shared zones:

- A category one (1) shared zone is provided on a road or road related area, has different surface treatments from the surrounding roads, and typically does not have kerbs.
- A category two (2) shared zone is provided on a road and can include kerbs and footpath parking. These shared zones will likely require traffic calming devices and treatments to regulate traffic speeds to 10 km/h.

For category 2 shared zones, 'Give way to pedestrians' pavement markings shall be provided at entry points. Pavement markings such as the pedestrian symbol and the numerals 10 at regular intervals along the existing road length shall also be taken into account. Where parking is provided in a shared zone, it shall only be permitted in marked bays and shall have the relevant signage provided. In category 2 shared zones, marked parking bays are permitted to straddle existing kerb and gutter, where required and approved.

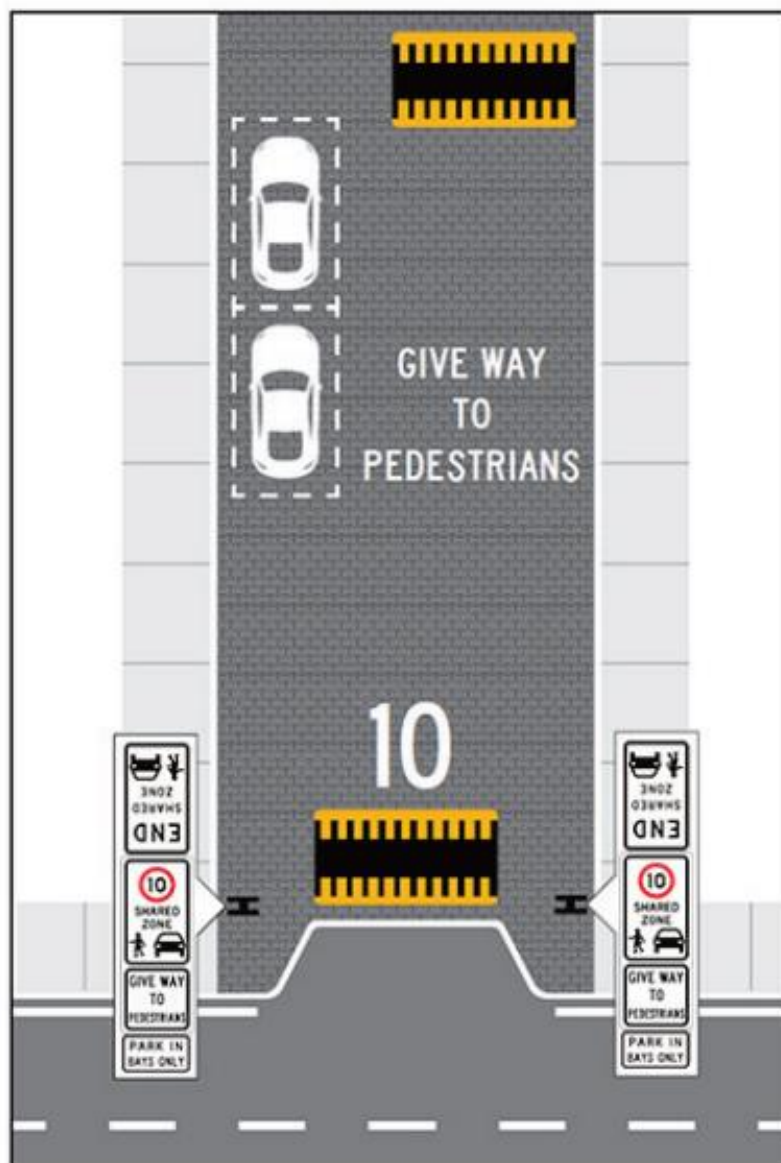


Figure 39 – Typical category 2 shared zone layout and treatments

Signage utilised within a Shared Zone:



Figure 34 – 'Shared zone' sign (R4-4)



Figure 36 – 'End Shared zone' sign (R4-5)



Figure 35 – 'Give way to pedestrians' sign (R4-10)



Figure 37 – 'Park in bays only' sign (R5-65)

*A shared zone should not look like a normal road environment and should be self-explaining. Therefore, the design shall clearly highlight to drivers that there is a change in the road environment and traffic conditions and that pedestrians have priority.”*

It should be noted that TfNSW is the only authorised authority in NSW that can install a speed zone. If it were decided to introduce a 10km/h shared zone an application would need to be forwarded to TfNSW.

From a traffic engineering perspective, the modifications as requested by each of the residents are viable. The initial residents would like all parking removed from the narrowed section of Galvin Street just west of Flower Street. This would 'open up' the street, maximise sight lines to / from pedestrians / motorists and would retain the existing 50 km/h speed limit (noting that the current average speeds are around 25km/h – see preceding Table).

The other residents would like the Council to consider a 12-month trial of a category 2 Shared Zone. This would introduce a legal speed limit of 10km/h, legally require that motorists Give Way to Pedestrians, introduce speed reduction facilities, highlight a change in traffic conditions and would retain the current parking spaces.

Given that either of the options are technically viable and given the community interest in this matter - and the strongly held views - it is considered that this matter be put to the Voting Members of the Traffic Committee for determination. The Voting Members are:

- Transport for NSW (TfNSW)
- Police
- Local Member of Parliament
- Randwick City Council

### Resourcing Strategy implications

There are no financial implications arising from this report.

**Recommendation**

That the Traffic Committee Voting Members inform the Committee of their position regarding the two options proposed for the narrowed section of Galvin Street, just west of Flower Street, Maroubra.

**Attachment/s:**

Nil

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/07225



## Traffic Committee Report No. TC19/25

**Subject: Grose Street, Little Bay (M)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.19	D05551742 /SR 706961	Line marking	Broken centre line	DA	Yes

A resident has raised concerns about the safety of the motorists as they traverse the horizontal and vertical curve in Grose Street between Anzac Parade and Reservoir Road, Little Bay. To provide better guidance and to improve safety it is proposed to install S1 line marking (broken centre lines) to connect to the existing S1 line in Grose Street. This S1 line marking will be installed between 22 Grose Street and Reservoir Street up to Jennifer Street.

In addition, residents report that, due to the oblique configuration of the Reservoir Street and Grose Street intersection, eastbound Grose Street motorists and westbound Reservoir Street motorists occasionally travel onto the wrong side of the road due to the vertical curve while traversing the intersection.

To improve traffic safety, it is recommended that approximately 10 metres of double separation lines (BB) be installed in all three approaches of this intersection.



Fig1: S1 type lane line marking in Grose Street.



Fig 2: Proposed S1 line marking dimensions in Grose Street.



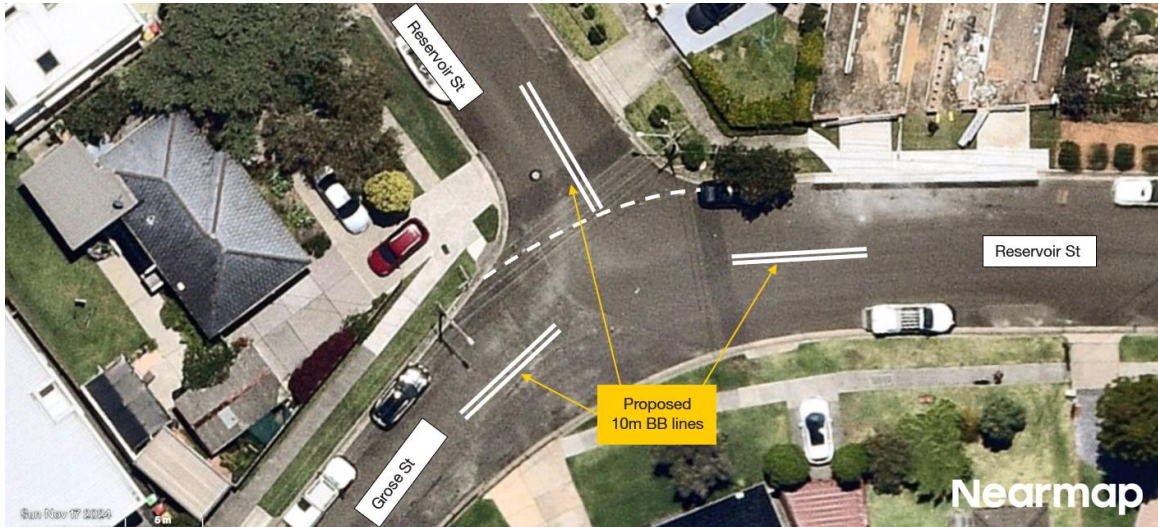


Fig 3: Proposed BB line marking in Grose Street and Reservoir Street intersection.

### Resourcing Strategy implications

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

### Recommendation

That:

1. The S1 type lane line marking be installed to connect the existing S1 line marking in Grose Street between 22 Grose Street up to Jennifer Street, Little Bay.
2. The 10m long BB line marking be installed in all three approaches to the intersection of Grose Street and Reservoir Street as shown in fig 3.

### Attachment/s:

Nil

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**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2004/08305

## Traffic Committee Report No. TC20/25

**Subject: Mitchell Street, Chifley - Mobility Impaired Persons Parking Space (M)**

TC20/25

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.20	SR707625	Signage Parking	Mobility Impaired Persons Parking Space & Other (Time Limits or Solutions)	RM	Yes

Due to the demand from the parents and guardians of the children attending Chifley Public School at 1217-1227E Anzac Parade, Chifley NSW 2036, it is proposed to reduce the existing parking controls of the “No Parking, 8:30am-9am, 2:30pm-4pm, School Days” zones on the northern side of Mitchell Street by 6m and to introduce a 6m “Mobility Impaired Persons Parking Space (MIPPS)” approximately 28m to 34m west of Macquarie Street.

The MIPPS will be installed, adjacent to the entrance of Chifley Public School, as it is the most ideal location for the Mobility Parking Scheme (MPS) permit holder to deliver/collect their children from the school.



### Resourcing Strategy implications

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

### Recommendation

That a 6m Mobility Impaired Person’s Parking Space (MIPPS) be installed on the northern side of Mitchell Street, adjacent to the entrance of Chifley Public School.

**Attachment/s:**

Nil

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**Responsible officer:** Rasheeq Mahmood, Transport Technical Officer

**File Reference:** F2006/00432

TC20/25



## Traffic Committee Report No. TC21/25

**Subject: Robey Street at Wade Street, Maroubra (M)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.21	D05232685 & SR 712631	Pedestrians	Pedestrian Refuge	DA	Yes

Residents raised concerns about lack of pedestrian crossing facility on Robey Street near Wade Street, Maroubra. Currently there are no pedestrian facilities on Robey Street for the pedestrians to access the Heffron Park.

Therefore, it is proposed to install a pedestrian refuge at this location.

The proposed facility is designed to AS 1742.10 requirements, as there is no widening or narrowing of the carriageway proposed. The concept design of the refuge is shown below:



## Resourcing Strategy implications

This project will be included within the future works program.

## Recommendation

That:

1. The proposed pedestrian refuge in Robey Street, south of Wade Street, is approved in principle.
2. This project be included within the future traffic works program.
3. The residents be notified about the proposal.
4. A detail design be prepared and presented to future a Traffic Committee meeting prior to before construction.

## Attachment/s:

Nil

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**Responsible officer:** Dilruba Akhter, Transport Engineer

**File Reference:** F2005/00825

## Traffic Committee Report No. TC22/25

**Subject: Electric Vehicles Charging Spaces - Various Streets - (All)**

<i>Index code</i>	<i>Trim Ref:</i>	<i>Category</i>	<i>Sub Category</i>	<i>By</i>	<i>AD</i>
2025.02.22	D05594450	Signage Parking	EV Parking	JLP	Yes

### Background

This report contains the results from Round 3 of community consultation for 19 proposed public electric vehicle charging stations in the Randwick LGA. It recommends that electric vehicle parking signage be installed at 12 of these sites. This is the final round of charger installations from Round 1 of the NSW Government Kerbside Charging Grants.

This round of chargers is being installed by Council and private companies PLUS ES and EVX with partial funding by the NSW Government Kerbside Charging Grants. The configurations of the chargers are:

- PLUS ES: 1 charger on a wooden Ausgrid street pole
- EVX: 2 chargers on a wooden Ausgrid street pole
- COUNCIL: 2 or more chargers on kerbsides or carparks.

### Consultation

Council officers undertook community consultation on the proposed public electric vehicle charging locations from 19 November to 10 December 2024. Consultation activities included signage installed at the proposed locations, letter drops to nearby residents and online promotions through eNews and social media. All communications directed residents to a 'Have Your Say' page shared by Waverley, Woollahra and Randwick Councils. This Have Your Say page included an interactive map for residents to review the proposed locations and write comments.

The Council received 78 submissions via the 'Have Your Say' page and via emails and phone calls. A summary of consultation results for each charger can be found in *Table 1 – Charging Station Locations*.

Based on the feedback received, Council officers have made recommendations to Traffic Committee for each site to:

1. Install the proposed signage
2. Not change signage

A summary of the consultation outcomes and recommendations can be found below in Table 1 – Charging Station Locations on the following pages.

### Parking Signage and Linemarking

The proposed electric vehicle parking signage and linemarking will be consistent with the previous Traffic Committee recommendations - endorsed EV parking signage code 'R5-1-12n' and the green EV stencil - to ensure that EVs occupy the parking space only while charging ([Traffic Committee Report No. TC140/24 \(8/10/24\)](#)). For fast DC charging spaces, green paint on the entire parking space is proposed to emphasize that the parking space is an electric vehicle only and to support the higher turnaround of EVs serviced.

The proposed parking changes are indicated in Table 1 - Charging Station Locations.

Table 1: Electric Vehicle Charging Station Locations

Site Name	Nearest Street Address	Type	Consultation Supportive	Consultation Unsupportive	Existing Parking Restrictions	Proposed Parking Restrictions	Consultation Feedback	Traffic Committee Recommendation
<b>Chifley Sports Reserve - Carpark</b>	801-899R Bunnerong Road, Chifley (Northern end of car park)	COUNCIL 4 x 75 kW DC charging spaces	2	0	Unlimited	2P EV Only While Charging 8AM-10PM	Location is in Council carpark on the northern end, south of accessible parking spaces on at Chifley Sports Reserve. Consultation found supporting comments from residents with EVs and about to purchase EVs.	Install the proposed parking restrictions for 2 charging spaces. 2 additional spaces to be considered in the future based on demand
<b>Nagle Park - Wild St</b>	Opposite 63 Wild St, Maroubra (near maintenance gate)	COUNCIL 2 x 22 kW AC charging spaces	1	4	Unlimited	4P EV Only While Charging 8AM-8PM	Location is in the parallel parking adjacent to Nagle Park, adjacent to the maintenance access. Consultation found support for the charger and also concerns from local residents about the perceived impact on the park and amenity.	Install the proposed parking restrictions for 2 charging spaces.
<b>Baker Park - Dudley St</b>	Across from 36 Dudley Street, eastern side of Dudley St at Higgs St, Randwick	EVX 2 x 22 kW AC charging spaces	0	1	Unlimited	4P EV Only While Charging 8AM-8PM	Site is located adjacent to Dudley Park and close to many apartments. Consultation included a general comment about lack of parking in the area. This site was suggested by multiple residents in previous consultations.	Install the proposed parking restrictions for 2 charging spaces.
<b>Randwick - King St</b>	Northern side of King St, Corner of Darley Road &, King St, Randwick	EVX 2 x 22 kW AC charging spaces	3	0	Unlimited	4P EV Only While Charging 8AM-8PM	Location is in the perpendicular parking on King St adjacent to Randwick Ambulance Station. Consultation found strong support for this location. Previous consultations also suggested this location.	Install the proposed parking restrictions for 2 charging spaces.
<b>South Coogee - Malabar Rd</b>	On eastern side of Malabar Rd opposite 123 Malabar Rd, north of Evelyn St, South Coogee	EVX 2 x 22 kW AC charging spaces	1	0	4P 8:30AM-6PM (Mon-Fri)	4P EV Only While Charging 8:30AM-6PM	Location is on Malabar Rd adjacent to Randwick Cemetery. Consultation found support for this location from a nearby apartment.	Install the proposed parking restrictions for 2 charging spaces.
<b>Centennial Park - Evan St</b>	Across 77 Evan St, side frontage of 79 Darley Rd, Randwick	PLUS ES 1 x 22 kW AC charging spaces	3	2	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Evan St close to Centennial Park. Consultation found requests for this location for charging whilst accessing the park. Concerns from nearby home about parking availability.	Install the proposed parking restrictions for 1 charging spaces.



Site Name	Nearest Street Address	Type	Consultation Supportive	Consultation Unsupportive	Existing Parking Restrictions	Proposed Parking Restrictions	Consultation Feedback	Traffic Committee Recommendation
<b>Maroubra - Broome St</b>	Opposite 61 Broome St, Maroubra	PLUS ES 1 x 22 kW AC charging spaces	1	1	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Broome St adjacent to a residential property with off-street parking. Close to many high density apartments. Consultation found residents requesting a charger in this location, and also concerns around parking demand.	Install the proposed parking restrictions for 1 charging spaces.
<b>Randwick - Frances St</b>	2A Frances St, Randwick	PLUS ES 1 x 22 kW AC charging spaces	2	0	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Frances St adjacent to an Ausgrid Zone Substation. Consultation found strong support for this location.	Install the proposed parking restrictions for 1 charging spaces.
<b>South Coogee - Wauhope Cres</b>	2 Wauhope Cres, South Coogee	PLUS ES 1 x 22 kW AC charging spaces	0	0	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Wauhope Cres (near Elphinstone Rd) adjacent apartment blocks. There were no consultation submissions for this location.	Install the proposed parking restrictions for 1 charging spaces.
<b>Randwick - Avoca St</b>	241 Avoca St, Randwick	EVX 2 x 22 kW AC charging spaces	0	2	3P 8:30AM-10PM (permit holders excepted)	3P EV Only While Charging 8:30AM-8PM	Location is on Avoca St (near St Pauls St) and is close to many apartments. Consultation found concern around parking demand due to hospital and The Spot. Location is a State Road so approval is also being sought from TfNSW.	State Road - Endorse 2 parking spaces in principal and refer to TfNSW.
<b>Coogee Beach - Coogee Oval Carpark</b>	Carpark on east side of Coogee Oval, Coogee	COUNCIL 2 x 75 kW DC charging spaces	3	0	4P meter 8AM-10PM	2P EV Only While Charging 8AM-10PM	Location is in the Council carpark on the east side of Coogee Oval. Consultation found strong support for a fast charger in Coogee,	Do not change parking signage. Upgrade the slow charger on Brook St (on west side of Coogee Oval) to a fast charger. If this is unfeasible, proceed with this location.
<b>Randwick - St Marks Rd</b>	3S St Marks Rd, Randwick	COUNCIL 2 x 22 kW AC charging spaces	1	10	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on St Marks Rd adjacent to an Ausgrid Zone Substation. Consultation found opposition from residents due to the high parking demand in the area and an unused car share space nearby.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.
<b>Clovelly Shops - Bishops Ave</b>	54 Bishops Ave, Randwick	EVX 2 x 22 kW AC charging spaces	2	6	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Bishops Ave (off Clovelly Rd) adjacent to a mixed residential and commercial property. Consultation found some support for a charger in this area, and concerns from residents in the street about high demand for parking.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.

Site Name	Nearest Street Address	Type	Consultation Supportive	Consultation Unsupportive	Existing Parking Restrictions	Proposed Parking Restrictions	Consultation Feedback	Traffic Committee Recommendation
<b>Clovelly - Nolan Ave</b>	2 Nolan Ave, Clovelly	EVX 2 x 22 kW AC charging spaces	2	7	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Nolan Ave (off Fern St) alongside a residential property. Close to many apartments and no chargers in this area. Consultation was mostly unsupportive of this location due to parking concerns and perceived impact of charger on amenity. Suggestions to investigate Greville St as an alternative.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.
<b>Randwick - Kara St</b>	Near 1 Kara St, Randwick	EVX 2 x 22 kW AC charging spaces	1	1	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Kara St (near Barker St) adjacent to a property with off-street parking. Consultation found some support for the location, and concerns due to parking demand from the hospital and The Spot. Suggestions to put chargers in areas which already have timed parking.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.
<b>The Spot - Dine St</b>	Opposite 23 Dine St, Randwick	EVX 2 x 22 kW AC charging spaces	0	2	Unlimited	4P EV Only While Charging 8AM-8PM	Opposition focused on business parking and customer access.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.
<b>Randwick - Roscrea Ave</b>	16 Roscrea Ave, Randwick	EVX 2 x 22 kW AC charging spaces	1	7	Unlimited	4P EV Only While Charging 8AM-8PM	Location is on Roscrea Ave (off Frenchmans Rd) adjacent to high density apartments. Consultation found strong concerns around lack of parking availability.	Do not change parking. Reconsider location in the future if demand for chargers increases.
<b>Randwick - St Pauls St</b>	16 St Pauls St, Randwick	EVX 2 x 22 kW AC charging spaces	2	3	1P 8:30AM-10PM	2P EV Only While Charging 8:30AM-8PM	Location is on St Pauls St (near Dine St) adjacent to a property with off-street parking. Consultation found some support for the location, and concerns due to parking demand from the hospital and The Spot. Suggestions to put chargers in areas which already have timed parking.	Do not change parking. Reconsider location in the future if demand for new chargers nearby is high.
<b>Coogee - Abbott St</b>	17 Abbott St, Coogee	PLUS ES 1 x 22 kW AC charging spaces	0	7	1P 8:30AM-6PM (Mon-Fri) 8:30AM-12:30PM (Sat) (permit holders excepted)	4P EV Only While Charging 8AM-8PM	Location is on Abbott St close to many apartments. Consultation found strong concerns for the area due to parking demand.	Do not change parking. Charger may be installed as undesignated, meaning any car could park here as per current restrictions.

Of these Plus ES EV chargers, the two electric vehicle spaces proposed at King Street, Randwick are currently “90 degree parking Rear to Kerb” parking spaces. With the electric vehicle parking spaces proposed, the parking restriction signage is required to be changed to allow electric vehicles to park either front or rear to kerb.

The two electric vehicle parking spaces at the frontage of 241 Avoca Street currently has resident parking permit restriction. Based on the review of the resident parking permit scheme, it has been confirmed that currently 5 resident parking spaces are available on the eastern side Avoca Street along the frontage of 241-245 Avoca Street and based on the number of parking permits and the available resident parking permit spaces in the area, the residents will not be disadvantaged as there are substantial residents parking spaces are available on Avoca and nearby St Pauls Street.

It should be noted that Council reserves the right to require parking signage associated with the additional pole mounted Plus ES EV chargers, as proposed by Ausgrid. This is particularly important if issues arise concerning electric cables being stretched too far from the charger to the vehicle.

### Resourcing Strategy implications

There are no financial implications arising from this report. For Council-owned and operated chargers, the costs associated with the installation, maintenance, signage, and line marking of electric vehicle chargers are covered by the Council, with grant funding from the NSW Government.

For private companies EVX and PLUS ES, the costs associated with the installation, maintenance, signage, and line marking of electric vehicle chargers will be covered by the installers. Additionally, these private charging companies will pay the Council an annual fee for each designated charging space.

### Recommendation

That, noting the community consultation processes undertaken, the proposed parking controls for the 14 identified electric vehicle charging stations (including signage and road markings) be installed, in accordance with the Council’s position regarding such proposals.

### Attachment/s:

Nil

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**Responsible officer:** Jay Lee-Pieterse, Senior Sustainable Transport Officer

**File Reference:** F2012/00398





# Traffic Committee Report No. TC23/25

## Subject: Mobile Food Vending Vehicles - Randwick LGA

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.23	D05587016	Signage	Authorised Mobile Food Vending Vehicles Excepted	AL	Yes

Dedicated parking for Council authorised mobile food vending (MFV) vehicles is required at four locations, as listed below.

1. Clovelly Carpark, Clovelly
2. Dacre Street, Malabar
3. Fisherman’s Road Boat Ramp Carpark
4. Yarra Bay Carpark

To ensure a consistent approach across all these locations, it is recommended that all MFV designated parking zones be signposted as “No Parking 7am–10pm, Council Authorised Mobile Food Vending Vehicles Excepted.” It should be noted that these signs will be trialed for six months, with the potential to become permanent in the future. As Council has agreed that the maximum length for mobile food vending vehicles is 11 metres, all designated spaces will therefore have a length of at least 11 metres.

The images below indicate the proposed parking zones for the Mobile Food Vending Vehicles.



Figure 1: Clovelly Carpark





Figure 2: Dacre Street



Figure 3: Fisherman's Road Boat Ramp Carpark





Figure4: Yarra Bay Carpark

TC23/25

### Resourcing Strategy implications

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

### Recommendation

That:

1. A "No Parking 7am-10pm Council Authorised Mobile Food Vending Vehicles Excepted" parking control be imposed on Clovelly carpark as demonstrated in Figure 1.
2. A "No Parking 7am-10pm Council Authorised Mobile Food Vending Vehicles Excepted" parking control be installed on the northern side of Dacre Street as shown in Figure 2.
3. A "No Parking 7am-10pm Council Authorised Mobile Food Vending Vehicles Excepted" parking control be imposed on Fisherman's Road Boat Ramp Carpark as shown in Figure 3.
4. A "No Parking 7am-10pm Council Authorised Mobile Food Vending Vehicles Excepted" parking control be imposed on Yarra Bay carpark on the western side of Koorngai Avenue as indicated in Figure 4.

### Attachment/s:

Nil

**Responsible officer:** Amir Lahouti, Transport Engineer

**File Reference:** F2011/07230



# Traffic Committee Report No. TC24/25

**Subject: Sense of Community Street Parties - Temporary Closures (All)**

TC24/25

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.24	D05527478	Event	Road Closure – Temporary	SW	Yes

Further to the advice provided at the December 2024 Traffic Committee meeting, an additional request was received for the holding of a further neighborhood street party. As detailed in the November and December meeting, over the years the council has been assisting applicants by arranging, on behalf of the residents, all traffic control measures associated with the street parties.

This application was referred to the sub-committee members in the interim and no objections were received. Details of this additional temporary road closure are listed for record keeping purposes.

The Council received an additional street party application since the December Traffic Committee meeting. The Traffic Guidance Scheme (TGS) for this event is also included hereafter the table.

Item No.	Street	Suburb	Between	Day, Date of Event	Time of Event	References
1	Burbong Street	Kingsford (H)	Avoca Street & Anzac Parade	Sunday 15th December 2024	3:00pm – 5:00pm	D05539171

**Traffic Guidance Schemes:**



**Figure 1: Burbong Street, Kingsford (H) Traffic Guidance Scheme**

## Street Party Conditions:

The following standard conditions applied to the organisers of a Street Party:

1. The event is a private street party which is only open to the residents of the closed streets and their guests.
2. The traffic control associated with the temporary road closure of the closed street is implemented on the approved date for the approved times ONLY.
3. The event organizer is to be in regular contact with Council's authorised traffic controller(s), be in possession of the TGS prepared by Randwick Council and be in possession of this approved letter.
4. That all attendees comply with the TGS prepared by Randwick Council.
5. That noise generated by the street party is controlled in accordance with the Protection of the Environment Operations (Noise Control) Regulation 2000.
6. That all attendees comply with the directives of Council staff and the NSW Police.
7. The area and all facilities must be maintained in a clean and tidy condition, and the area/facilities must be thoroughly cleaned up immediately after the activity, to the satisfaction of Council.
8. The Council expressly reserves the right in its absolute discretion to refuse to accept any engagement and the Council shall not be liable in any way for any loss or damage or otherwise in consequence of the exercise of this right.
9. All engagements are accepted conditionally upon compliance by the hirer with requirements of the Local Government Act and any other relevant Act or Regulation.
10. The hirer hereby grants the Council an indemnity and releases Council from all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, claims for compensation and the like for which Council may become liable in conjunction with injury, damage or accidental death neglect or default or the neglect or default of any other person in connection with use of the street.
11. Children must be always supervised by an Adult.
12. Should you wish to sell or supply alcohol you may require a Liquor License under the Liquor Act 2007 or for further information, please contact Liquor and Gaming NSW on 1300 024 720.
13. The consuming of alcohol must be compliant with the street signage. For example, no serving or drinking of alcohol can occur in designated "Alcohol-Free Zones".
14. A First Aid Kit must be made available, always.
15. All electrical cords must be kept away from walking areas.
16. Non-compliance with any of the abovementioned conditions will result in immediate cancellation of the approval.
17. Council approval only covers the area of road reserve, not private property. No liability extends to privately-owned land.

## Resourcing Strategy implications

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

## Recommendation

That the previously held temporary road closure of Burbong Street, at the location and times shown in the above table is retrospectively approved for implementation, as per the Traffic Guidance Schemes.

## Attachment/s:

Nil

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**Responsible officer:** Shenara Wanigasekera, Transport Engineer

**File Reference:** F2004/07160

## Traffic Committee Report No. TC25/25

### Subject: Works Zone - Installation and Removal of Signage (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.25	F2021/00658	Signage	Works Zone	LB	Yes

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

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

**Works Zones Table**

Item No.	Street/ Suburb	Side	Length (m)	Adjacent to (address)	Existing Parking Controls	Reference / Comments
<b>INSTALLATION</b>						
1.	Eastbourne Avenue, CLOVELLY (C)	N	16	12 Eastbourne Avenue, Clovelly	Unrestricted	WZ/19/2024 & D05551296 – SW & EF (AD)
2.	Arden Street, COOGEE (C)	W	7	272 Arden Street, Coogee	1P resident parking zone	WZ/26/2024 & D05537486- DA & EF- (AD)
3.	Clifton Road, CLOVELLY (C)	E	6	47 Clifton Road, Clovelly	Unrestricted	WZ/22/2024 D05584536 - SW (AD)
4.	Blenheim Street, Randwick (R)	N	15	19 Blenheim Street, Randwick	2P Permit Holders Excepted	WZ/2/2025 D05579110 - AB (AD)
5.	Gordon Avenue, Coogee (C)	W	12	12 Gordon Ave, Coogee	Unrestricted	WZ/28/2024 D05590057 - AB (AD)
6.	Maroubra Road, MAROUBRA (M)	N	9	332 Maroubra Road, Maroubra NSW 2035	Unrestricted	WZ/12/2024 – RM & EF (AD) Existing Works Zone to be reduced by 4m (Ref:2024.11.153 .24.04).
7.	Gordon Avenue, Coogee (C)	W	12	12 Moore Street, Coogee	Unrestricted	WZ/28/2024 D05595488 - AB (AD)
8.	Todman Avenue, Kensington (H)	N	23	172-180 Anzac Parade and 116 Todman Avenue	1P Monday to Saturday & Light Rail Maintenance Vehicle Excepted	WZ/24/2024 – AL & EF (AD)

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



## Resourcing Strategy implications

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

## Recommendation

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

## Attachment/s:

Nil

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## Schedule Of Conditions - Installation of Works Zones

The following standard conditions may be referenced within these papers.

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 Transport for NSW (TfNSW) authorisation) and that any traffic controllers utilised must have current appropriate accreditation from TfNSW;
- b. The Council is given authority to replace the Works Zone with a No Stopping zone if the operator (or their sub-contractors):
  - i. compromise pedestrian and/or bicyclist 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 reinstated 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.

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**Responsible officer:** Lauren Bonomini, Parking Systems Administration Officer

**File Reference:** F2025/07866

## Traffic Committee Report No. TC26/25

### Subject: Minor Signage Items - Parking and Regulatory (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.26	F2014/00528	Signage, Parking		TL	Yes

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

Item No	Location	Issue Request	Comments
1.	Bay Parade, MALABAR (M) (D05576029 - SW) (AD)	Install No Parking signage for a length of 32m along western side of Bay Parade south of Fox Street, Malabar.	To improve access along a narrow section of road.
2.	Pozieres Avenue, MATRAVILLE (M) (D05489524 - DV) (AD)	Mark-up 10m Double Centre (BB) Line on Pozieres Avenue west of Lawson Street.	To improve safety and for the awareness of motorists approaching the intersection.
3.	Pozieres Avenue, MATRAVILLE (M) (D05489524 - DV) (AD)	Mark-up 15m Double Centre (BB) Line on Pozieres Avenue east of Lawson Street.	To improve safety and for the awareness of motorists approaching the intersection.
4.	Anzac Parade Carpark (between Maroubra Road and Wise Street – opposite no. 775 Anzac Parade), MAROUBRA (M) (D05565364 - DV) (AD)	Mark-up nine 3m long southern-pointing One Way arrows 15m spaced within the carpark.	To better highlight the one-way flow in the carpark.
5.	Glanfield Street (Across old driveway of no. 77 Hannan Street), MAROUBRA (M) (D05548259 - DV) (AD)	Install No Parking signage for a length of 15m along the northern side of Glanfield Street, South of No. 77 Hannan Street, extending westerly of the cul-de-sac.	To improve resident driveway access of 98-102 Maroubra Road, MAROUBRA.
6.	Brook Street, COOGEE (C) (D05528993 - DV) (AD)	Remove existing Mobility Impaired Person's Parking Space (MIPPS) located at the frontage of 172 Brook Street, Coogee.	Initial MIPPS applicant no longer requires the space.
7.	Fern Street, RANDWICK (C) (D05473313 - DV) (AD)	Remove existing Mobility Impaired Person's Parking Space (MIPPS) located at the frontage of 98 Fern Street, Randwick NSW 2031.	Initial MIPPS applicant no longer requires the space.
8.	Prince Street, Randwick (C) (D05551516 - DV) (AD)	Install a 5.5m long "P35 Minutes" parking restriction on the western side of Prince Street, at the frontage of 8 Prince Street, Randwick NSW 2031.	To encourage better parking turnover and to allow locals with an MPS permit to park all day.

Item No	Location	Issue Request	Comments
9.	Canberra Street, Randwick (C) (D05559405 – DV) (AD)	Install 5.5m “P35 Minutes” on the eastern side of Canberra Street, at the frontage of 45 Canberra Street, Randwick NSW 2031.	To encourage better parking turnover and to allow locals with an MPS permit to park all day.
10.	Pine Street, Randwick (C) (D05532099 – DV) (AD)	Install 5.5m “Mobility Impaired Person’s Parking Space (MIPPS) 8:00am-6:00pm, Mon-Sun” on the southern side of Pine Street, at the frontage of 44 Pine Street, Randwick NSW 2031	To assist eligible mobility impaired residents park close to their property.
11.	Baird Lane, Matraville (M) (SR688300 – AL) (AD)	Install ‘No Parking’ on the western side of Baird Lane from the southern property boundary of No.31 extending 22 meters to the northern boundary of No.29 Baird Lane, Matraville	To improve access and egress for garages No. 29 and 31 Baird Lane, Matraville
12.	Mawson Lane, Chifley (M) (SR696848 – AL) (AD)	Install ‘No Parking’ for 5.5 meters on the western side of Mawson Lane, opposite of No.30 Mawson Lane, Chifley	To improve access and egress for garage No.30 Mawson Lane, Chifley
13.	Beatty Street, Maroubra (M) (SR707645 – AL) (AD)	Shorten the existing BB line on Beatty Street, north of Fitzgerald Lane, by 3 meters	To provide sufficient travel lane width for motorists and retain on-street parking
14.	Garnet Street, Coogee (C) (SR686694 – AB) (AD)	Relocate the existing No Parking signage outside property no. 7 at the opposite side of the street, 2m to the south, at the western kerbside in Garnet Street, Coogee.	To avoid blocking the travel lane for waste collector trucks.
15.	Doncaster Avenue, KENSINGTON (H) (SR710092- RM) (AD)	Remove Mobility Impaired Person’s Parking Space (MIPPS) at the frontage of no.197 Doncaster Avenue, Kensington NSW 2033.	Applicant no longer resides at this address.
16.	Rainbow Street, RANDWICK (C) (SR708328-RM) (AD)	Install 5.5m Mobility Impaired Person’s Parking Space (MIPPS), directly in front of no.201 Rainbow Street, Randwick NSW 2031.	To assist eligible mobility impaired residents to park close to their property.
17.	Mooramie Avenue, KENSINGTON (H) (ITD-RM) (AD)	Remove Mobility Impaired Person’s Parking Space (MIPPS) at the frontage of no.71 Mooramie Avenue.	Applicant no longer requires the MIPPS.
18.	Kennedy Street, KINGSFORD (H) (SR719525-RM) (AD)	Install 5.5m “P35 Minutes” on the western side of Kennedy Street, at the frontage of 48 Kennedy Street, Kingsford NSW 2032.	To ensure frequent turnovers from public and to allow the resident of 4/48 Kennedy Street with MPS permit to park all day.

19.	Pine Street, Randwick (C) (D05479058-AB) (AD)	Relocate the existing "Parking Permit Holders Excepted" sign that is adjacent to property no. 30 on the southern kerb side, 4m to the east. Additionally, for the second lot of Pine St parking restrictions (nr. no. 18), the parking restriction allowing for 4 parking spaces instead of 3.	To assist resident with parking permit to park within eligible parking area RA8 (Ref: TC117/24).
20.	Moverly Road, South Coogee (C) (D05560316-DV) (AD)	Install 5.5m "Mobility Impaired Person's Parking Space (MIPPS)" on the western side of Moverly Road, at the frontage of 126 Moverly Road, South Coogee, NSW 2034.	To assist eligible mobility impaired residents to park close to their property. <i>*(pending submission of appropriate medical certificate)</i>
21.	Glanfield Street, Maroubra(M) (SR 689384-AL) (AD)	Mark the existing 90-degree angled parking, located at the frontage of property No.66-70, SP6723	To increase parking supply
22.	Glanfield Street, Maroubra(M) (SR 689384-AL) (AD)	Provide "Front to Kerb Parking Only" sign on the fence of property No.66-70, SP6723	To protect the fence of the property
23.	Coogee Bay Road, Coogee (C) (SR651623-JL) (AD)	Remove 4m of existing "1/2P 8am – 6pm" restriction and install 4m of "2P 8am – 6pm Motorcycles Only" at the frontage of 199 Coogee Bay Road, adjacent to "No Stopping"	To provide additional motorcycle parking in the area to support demand.
24.	Lingard Street, RANDWICK (C) (D05571855 – RK) (AD)	Install 30m 'No Parking' zone on the eastern side of Lingard Street at the frontage of 1 Lingard Street, Randwick.	To prevent vehicles from parking and obstructing driveway access.
25.	Middle Street, KINGSFORD (H) (D05547743 – RK) (AD)	Relocate No Stopping sign immediately west of the driveway access to 101 and 103 Middle Street, Kingsford.	To prevent cars from obstructing driveway access.
26.	Beauchamp Road, MATRAVILLE (M) (SR-719643- DA) (AD)	Install a 30m long Bus Zone on the south side of Beauchamp Road, located near 151 Beauchamp Road, opposite Rhodes Street, Matraville	To prevent vehicles from parking and obstructing bus access.

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### **Resourcing Strategy implications**

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

### **Recommendation**

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

### **Attachment/s:**

Nil

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/07249

## Traffic Committee Report No. TC27/25

### Subject: Parking Control Signage at Intersections - No Stopping (All)

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.27	F2008/00166	Signage, Parking	No Stopping	TL	Yes

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

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

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's. and / or Comments
1.	Lone Pine Parade	Matrville	E and W	12	N	Pozieres Avenue	D05489524 – DV (AD)
2.	Pozieres Avenue	Matrville	N	13	W	Lone Pine Parade	D05489524 – DV (AD)
3.	Pozieres Avenue	Matrville	N	18	E	Lone Pine Parade	D05489524 – DV (AD)
4.	Pozieres Avenue	Matrville	S	13	W	Lawson Street	D05489524 – DV (AD)
5.	Lawson Street	Matrville	E and W	10	S	Pozieres Avenue	D05489524 – DV (AD)
6.	Evans Street	Randwick	E and W	10	S	Darley Road	D05535477 – DV (AD)
7.	Judge Street	Randwick	W	10	S	Coogee Street	D05553694 - SW(AD)
8.	Beatty Street	Maroubra	E and W	20	S	Fitzgerald Lane	SR 707645 – AL (AD)
9.	Beatty Street	Maroubra	E and W	13	S	Byng Street	SR 707645 – AL (AD)
10.	Byng Street	Maroubra	S	10	W	Beatty Street	SR 707645 – AL (AD)
11.	Byng Street	Maroubra	S	10	E	Beatty Street	SR 707645 – AL (AD)
12.	Forsyth Street (H)	Kingsford	E	20	N	Meeks Street	SR703155-RM (AD) Existing No Stopping is 10m on approach to the pedestrian refuge, this needs to be extended another 10m to meet AS 1742.10.
13.	Boundary Road (C)	Clovelly	N	11.5	W	Busby Lane	D05533398 – AB

Item No.	Street	Suburb	Side	Dist. (m)	Direction	Of	Ref's and / or Comments
14.	Boundary Road (C)	Clovelly	N	10	E	Busby Lane	D05533398 – AB

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

### Resourcing Strategy implications

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

### Recommendation

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

### Attachment/s:

Nil

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2025/07866



## Traffic Committee Report No. TC28/25

**Subject: Transport for NSW (TfNSW) Funded Project Status (All)**

Index code	Trim Ref:	Category	Sub Category	By	AD
2025.02.28	F2004/06616	Other	Other	TL	Yes

The State Government provides regular funding under a number of programs for road safety and active transport (walking and bike riding) improvements. Randwick Council was successful in securing funding for a number of projects for the both the 2024/2025 and the 2025/2026 financial years. The total of TfNSW funds secured by Randwick Council, and indicated in the following table, exceeds \$18M.

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

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0077856 (D04651015) Due June 2025	<b>Preparation of an Active Transport Strategy</b>	Get NSW Active Program 2022/23	\$140,000	This report was finalised and reported to the Council on 12 December 2024.
P.0079384 (D04733866) Due June 2025	<b>Anzac Parade Paths Project (APPP)</b>  <i>(Preparation of concept design - for community consultation - and production of detailed construction design for the proposed walking and cycling paths along the central island of Anzac Parade – from Sturt Street to Fitzgerald Avenue.)</i>	Get NSW Active Program 2022/23	<i>50/50 Funding</i> - \$396,000 TfNSW & \$396,000 Randwick Council	Early community consultation complete. Traffic signal modelling progressing. Early paths orientation being planned.
P.0079383 (D04730658)	<b>Bundock Street &amp; Sturt Street Project</b>  <i>(Finalisation of detailed construction design of previously endorsed South Coogee to Kingsford, Walking and Cycling Improvements Project)</i>	Get NSW Active Program 2022/23	\$474,580	95% design works almost completed.

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TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
GFR-700 (D04977994)	<b>South Coogee to Kingsford Walking &amp; Cycling Improvements Project</b> <i>(Design &amp; installation of traffic signals at Avoca/Bundock/Sturt intersection)</i>	Get NSW Active Program 2023/24	\$2,000,000	Traffic Impact Assessment completed and accepted by TfNSW. This details final layout of signal posts etc. Signal design process has highlighted a clash with a major water main. Detailed investigations underway currently.
P.0079385 (D04730662)	<b>Randwick to Coogee Active Transport Project: Design Funding</b> <i>(Preparation of concept design - for community consultation - and subsequent production of fully detailed construction design for a cycleway from Randwick to Coogee)</i>	Get NSW Active Program 2022/23	\$776,000	Route option analysis continues. Discussions have been held with Health Infrastructure to better understand route options.
GFR-815 (D04978000)	<b>Maroubra Road Walking &amp; Cycling Improvements Project</b> – <i>(Design of intersection improvements)</i>	Get NSW Active Program 2023/24	\$300,000	Consultation process has concluded. This matter was reported to the Council on 12 December 2024, detailing consultation outcomes.
GFR-1024 (D04978003)	<b>Todman Avenue and Lenthall Street Walking &amp; Cycling Improvements Project</b> <i>(Design works)</i>	Get NSW Active Program 2023/24	\$580,000	Design consultants have been appointed. Design work progressing.
P.0085255 (D05071792)	<b>Perouse Road &amp; St Pauls Street, Randwick</b> Install raised threshold and two raised pedestrian crossings (wombat crossings)	Australian Government Black Spot Program 2023/24	\$272,944	This project was rescheduled to the 2024/2025 year to better align with urban design upgrade works in the 'The Spot' locality. See separate report in this Agenda
P.0091530 D05468702 / D05396466 Due June 2026	<b>Little Bay Rd / Bunnerong Rd, Little Bay</b> - Install raised thresholds	Australian Government Black Spot Program 2024/25	\$103,616	Land and engineering survey undertaken. Design progressing.

TfNSW/ Council Refs	PROJECT NAME	Program Approved	Approved 2024/25/26 Funding Allocation	Monthly Status
P.0093183 D05529091 / D05536825 Due June 2026	<b>Maroubra Road &amp; Flower Street, Maroubra</b> Install a one lane roundabout including all traffic calming, line marking, lighting and signage, raised pedestrian crossings	Road safety Program 2024/25	\$1,647,360	Land and engineering surveyors are being procured.
P.0092228 D05357251 Due June 2026	<b>Franklin Street, 90m west of Anzac Parade, Malabar.</b> Conversion of existing refuge island to a raised pedestrian crossing.	Active Transport to School / Get NSW Active program.	\$263,397	Land and engineering survey procured.
	<b>Malabar Road, Maroubra 60m north of Duncan Street</b> Conversion of existing Pedestrian crossing to a raised pedestrian crossing.			Land and engineering survey procured.
P.0092229 D05357344 Due June 2026	<b>Paine Reserve, Randwick – North / south Shared Path</b> Targeted completion date January 2025	Active Transport to School / Get NSW Active program.	\$231,000	Construction completed
Project 7935 D05453108 Due June 2027	<b>Anzac Parade at Franklin Street (southern intersections), Matraville</b> – Installation of traffic control signals without filter right turns	Towards Zero Safer Roads Program	\$4,743,650	Design was completed previously. Clarifying with TfNSW the next steps required.
Project 9131 D05453119 Due June 2027	<b>Kensington South - Local Area Traffic Management (LATM)</b>	Towards Zero Safer Roads Program	\$6,258,285	Community consultation re overall scheme is underway.

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

### Resourcing Strategy implications

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

**Recommendation**

That the information be received.

**Attachment/s:**

Nil

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**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/06616

## Traffic Committee Report No. TC29/25

**Subject:** Anzac Parade - median parking controls south of Kain Avenue, Matraville

<i><b>Index code</b></i>	<i><b>Trim Ref:</b></i>	<i><b>Category</b></i>	<i><b>Sub Category</b></i>	<i><b>By</b></i>	<i><b>AD</b></i>
2025.02.29	F2019/00686	Signage Parking	No Parking	TL	Yes

*This item was deferred from the last meeting, held in December 2024.*

At its meeting held on 26 November 2024, the Council passed a resolution to investigate long-term options for controlling random parking occurrences within the central island (median) of Anzac Parade, from Kain Avenue, Matraville, to Bunnerong Road, Philip Bay. This long-term action will involve the introduction of low-level fencing to restrict parking to the edge of the roadway. At appropriate locations, the introduction of angled parking bays may be considered. The implementation of these parking layout arrangements will be subject to funding and further reports to the Traffic Committee next year.

As an interim measure, it is proposed to manage irregular parking along this length of median island with the installation of a 'No Parking on the Grass' parking controls (at locations where a railing does not exist). Note that this proposal would not apply where existing carparks exist (e.g. at the Malabar shopping area).

### Resourcing Strategy implications

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

### Recommendation

That 'No Parking on the Grass' parking controls, be implemented along the full length of the Anzac Parade central median islands, from Kain Avenue, Matraville, to Bunnerong Road, Philip Bay, except where formal carparks currently exist.

### Attachment/s:

Nil

**Responsible officer:** Tony Lehmann, Manager Integrated Transport

**File Reference:** F2004/07232